

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, MARCH 23, 1861.

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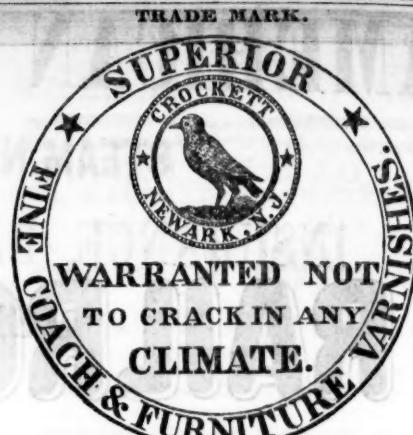
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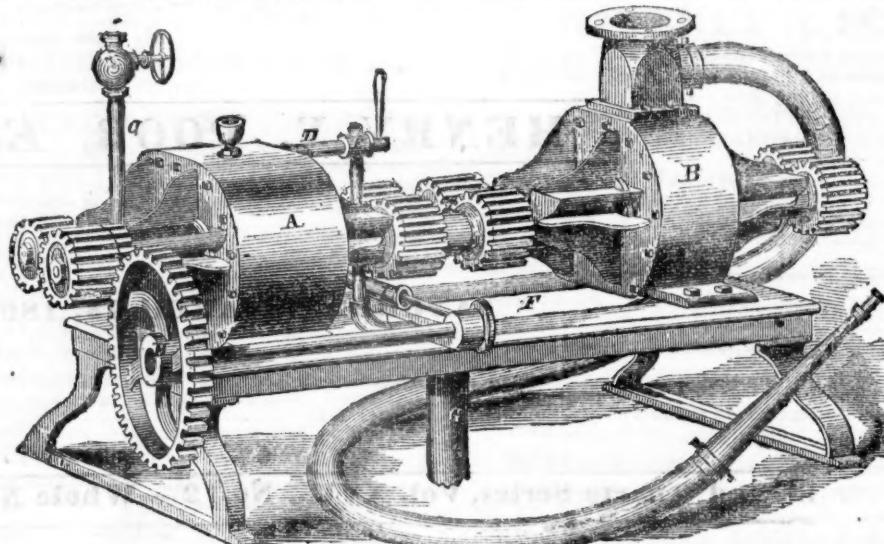
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SATURDAY, MARCH 23, 1861.

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MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the Journal.

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form the boat connection to Hawkinsville and Savannah. It is thought that considerable through business will be secured by this route between Macon and Savannah. The remaining portion of the northern division, and the recently located Hawkinsville branch, all of which is under contract to responsible parties, will be completed during the coming summer. The entire southern division, except two miles of very light work, was also graded ready for the track. The total expenditures under the supervision of the Engineer's department, to the date of the report was: Grading—Northern division \$93,608 84
" Southern " 48,568 89
Bridge masonry 6,490 00
Superstructure exclusive of iron 28,566 00
Bridging and trestle 19,408 48
Water stations 194 19
Engineering department 12,488 58
Rolling stock 11,000 00

Total \$220,314 48

The present estimated value of the grading, masonry, bridging and track-laying on the northern division is \$191,009 65—of which, work to the amount of \$129,402 32 has been done, leaving to be done \$61,607 33. Upon the southern division the value of work done is \$49,149; to be done, \$21,863—total estimated value \$71,012 39. The estimated value of work to be done upon the Hawkinsville branch is \$74,850. The amount of stock embraced in the contract upon the northern division is \$50,780; upon the southern division, \$20,955; upon the Hawkinsville branch, \$24,950. The difference between the original estimates and the contract prices is—upon the northern division, \$13,538 35; and upon the southern division, \$12,520 61.

The total estimate of the northern division, ready for the rolling stock now stands, at \$408,584 65 against \$420,172 last year—a decrease of \$16,587 35. To this should be added for right of way, \$5,988 45; and for equipment \$15,750—making the total cost \$425,323 10. To the estimated cost of the Hawkinsville branch, (\$74,850,) should be added for engineering, etc., \$7,485; for superstructure (10½ miles, embracing side tracks) \$57,500; and for buildings and fixtures \$2,000—making a total of \$141,885. The total estimated cost of the road from Macon to Hawk-

insville is, therefore, \$567,158 10. The following is a recapitulation:

Total cost of Northern division	\$425,323 10
Total estimate of Hawkinsville branch	141,885 00
" Middle division	1,084,800 00
" Southern "	281,640 00
Buildings and fixtures	49,000 00
Furniture	341,100 00
Five miles of side track	50,000 00

Total estimated cost of road and branch \$2,323,698 10

The total amount of stock subscribed and interest collected thereon is \$711,200—including the stock taken in contracts. The total amount expended thus far, on account of grading 57 miles, purchase of iron for 37 miles, materials, rolling stock, bridging, masonry, laying down superstructure, etc., \$318,000 17—leaving a balance of \$397,200 83 yet to be expended. The stock subscribed in the counties of Appling, Telfair and Montgomery is not included in the above, its use being deferred till the work reaches these counties. The subscription of \$121,675 by the people of Hawkinsville is conditional upon the construction of the branch to that point. This subscription is paid in stock notes, which they propose to turn over and merge into the capital stock of the company. The contractors for the grading, masonry and bridging take one-third in the stock of the company, and the balance in the stock notes so turned over, in payment, which, it is thought, will leave a sufficient sum to buy the iron. If the amount can be raised on said notes, the iron will be bought and laid down on the whole line continuously from Macon to Hawkinsville, a distance of 47½ miles, in time for the shipment of the next cotton crop.

The company have no bonded or mortgage debt; and it is the settled policy of the present direction to have none, until by so doing they can raise a sum sufficient to finish the work, based upon the part of the road completed and paid for. The floating debt amounts to \$83,700, being chiefly the balance due on the purchase of iron and rolling stock, and which the company has ample assets to meet when due, but upon which, under the present pressure in the money market, they find it difficult to realize at once. The assets consist of—

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. NO. 9 SPRUCE ST.

New York, Saturday, March 23, 1861.

Macon and Brunswick Railroad.

We have received the second annual report of this company for the fiscal year ending February 1, 1861. At the date of the previous report, the line had been located, and the grading, bridging and superstructure had been put under contract upon the northern division, 37½ miles from Macon; and on the southern division, from Hazlehurst's, (a point on the Brunswick and Florida Railroad, eleven miles from Brunswick) to the Atlantic and Gulf Railroad, a distance of 29 miles; and approximate estimates of the cost of construction presented. Since that time, the grading of the Northern division has been finished up continuously from Macon to Shellstone creek, a distance of nearly 29½ miles. The iron for the entire length of the northern division has been purchased upon favorable terms, about two-thirds of it delivered upon the line of the road, and the balance was being discharged at the port of Darien, to be shipped up the river by steamer. The iron had been laid, and a daily train running about 20 miles from Macon. Track-laying was also progressing, with a prospect of its reaching Buzzard Roost, 25 miles, by the 1st of March, and there

Bills receivable	\$192,280 10
Bonds of Macon	140,000 00
" Brunswick	25,000 00
Subscription of contractors	24,500 00
Cash, balance on hand	4,447 48
	<hr/>
	\$386,227 58

The equipment of the road consists of one locomotive; one baggage, one house and four platform cars—valued at \$10,700.

The financial condition of the company at the date of the report is thus stated:

Capital stock	\$712,150 00
Paid for engineering, construction, iron, equipment, etc.	\$325,922 47
Assets as above	386,227 58
	<hr/>
	\$712,150 00

The office of the Company is at Macon, Ga. The officers and directors are:

President—A. E. COCHRAN.

Directors—B. F. Ross, T. R. Bloom, H. Bunn, L. N. Whittle, Geo. Walker, James T. Blain.

Secretary and Treasurer—ARTHUR DICKINSON.

Chief Engineer—A. N. ROGERS.

Tomlinson's Improved Truss for Suspension Bridges.

A great objection to the use of Suspension Bridges for railway traffic is the difficulty of adjusting the ordinary truss to the contraction and expansion of the cables. To obviate this difficulty, Mr. Tomlinson, a well known bridge builder, proposes to construct chords of the trusses of different materials, and so combined that their differential construction should act upon the truss, increasing or diminishing its camber, so that it shall always be in proper relations to the cables—in other words always rigid, allowing the passage of trains at high rates of speed. Below we give a detailed description of the improvement.

In a suspension bridge of from 400 to 500 feet span, as ordinarily constructed, the platform at the middle of the bridge is raised from 18 to 24 inches by the contraction of the cables, occasioned by a low temperature—say 130 degrees below that at which the cables allow the platform to be horizontal or level. Under such conditions, the more rigid the ordinary trusses, the greater the danger of a dislocation of their parts, or actual fracture; hence the difficulty of using trusses of sufficient strength to effectively distribute a load along the bridge. For this reason eminent engineers have condemned suspension bridges for railway traffic.

My improvement consists in the employment of different materials in the top and bottom chords, so that their expansion or contraction from changes of temperature shall be different, and so combined that such changes will produce a curve or camber in the trusses exactly equal to the changes effected in the deflection of the cables from the same cause. The expansion of bar iron, for instance, under a given increase of temperature, is about three times as great as that of pine. A truss, therefore, with a top chord of pine and a bottom chord of wrought iron, will vary its curvature according to temperature; and if supported at the ends only, its curve or camber will be increased or diminished in proportion to the diminished or increased temperature to which it may be subjected—the exact proportion of the rise or fall being determined by the length of the truss, and the distance apart of the top and bottom chords.

A truss being divided into panels, the relative lengths of the tops and bottoms of these panels control its curvature; and if the bottom chord becomes shorter than the top chord, the radius of the curve becomes less, and the versed sine or camber greater. By varying the height of the trusses, or the distance between the chords, any

required amount of camber may be obtained from the differential contraction of the materials of which the top and bottom chords are composed. The greater the distance between the chords, the less the camber given to the truss, and vice versa.

With my improved truss, variations of temperature will not affect the relative position or bearing of any portion of the trusses or the cables. The two systems disconnected, will rise or fall equally with the changes or variations in the length of their respective parts; and when connected, they will rise and fall through the whole range of their deflections, without any change being made in the proportion of the strain carried by each member of the structure—the two systems, trusses and cables, being in perfect adjustment under all conditions of temperature.

The degree of change, by temperature, in the elevation or depression of the cables of a suspension bridge, depends upon the degree of their curvature—the greater the curvature the less the change. With the same distance between the towers, therefore, by increasing or decreasing the versed sine of the catenary, the absolute rise and fall in the centre, due to temperature, may be made to suit the requirements of the situation or the arrangement of the truss.

It is, therefore, perfectly practicable so to proportion the trusses and the cables that, under all variations of temperature, they will be in as perfect adjustment as any other description of suspension bridge when in its normal position.

The following calculations show the effect of temperature on my improved suspension bridge, of 1,000 feet span, between the centre of the towers. The deflection in the cable at the highest assumed temperature is 90 feet, and its total length, including backstays, 1,600 feet. The length of the cables between the centre of the towers will be 1021.303 feet. The length of the truss is 950 feet, which is level from end to end. The height 27 feet; the number of panels, 63; and the length of each panel, top and bottom, 15 feet. The towers, of cast iron, are 95 feet high. By a decrease of 150 degrees of temperature, all these dimensions are varied. The contraction of the cables being equal to 1.6467 feet, the length between the towers is now 1019.7 feet. The deflection being reduced to 86.273 feet, the platform is raised at the middle 3.627 feet, and in corresponding proportions along its entire length. From the same cause the truss has undergone similar changes, the top chord (pine) having contracted altogether 3.233 of a foot, and the bottom chord (wrought-iron) 9.953 of a foot. The length of each top panel is now reduced .0051 of a foot, whilst the length of each bottom panel is diminished 0.157 of a foot, the length of the top and bottom of each panel being now 14.995 and 14.984 feet respectively.

The effect of this is to give a camber or curve upwards, the radius of which is 31105 feet, and the versed sine 3.627 feet, equal to the rise previously shown as taking place in the middle of the platform;—the two systems having been raised, from the nature of their materials, exactly the same distance, and remaining consequently in exactly the same relative positions to each other as when placed in adjustment. The ends of the trusses are slightly raised by the contraction of the cables. The contraction of the long suspenders would be about the same as that of the cast iron towers, and, in practice, all these changes have to be taken into consideration.

The durability of the most important parts of the improved trusses over other kinds is also a great advantage. The floor girts, bottom chords, lateral bracing, the diagonal braces in each panel, and all the essential parts, are of wrought iron. The longitudinal timbers that support the ties and rails can, at any time, be renewed without difficulty, as they will be fastened only to the friction plates which rest upon the girder to allow of the free expansion and contraction of the whole of the wrought-iron. The top chords can be so protected as to be prevented from decay; when, however, they may need renewal, there will be no difficulty in doing it, without stopping the traffic

over the bridge, as they can be relieved of all strain on a part of their length at a time by screwing up the suspenders, thus raising the part of the truss needing renewal.

The trusses also admit of economical construction, because of the similarity of the parts of the chords, braces, etc., throughout.

By the open nature of the framing of the trusses, the wind will have no injurious effect, and a great amount of strength can be given by the top and bottom lateral bracing, all the chords being so constructed that they admit of either compressive or tensile strains; also the additional lateral stiffness given to the whole by the inclination of the cables, as well as the introduction of lateral braces to the cables themselves; the ends of the trusses, being also secured against motion sideways, would render all lateral guys and stayards wholly unnecessary.

The cables and trusses, when once correctly adjusted, will, through all variations of temperature, act harmoniously, neither having any tendency to produce any undue strain between the different parts of the whole structure.

Richmond and Danville Railroad.

This road is 140½ miles in length, extending from Richmond, Va., to the North Carolina State line. Its earnings for the fiscal year ending September 30, 1860, were:

From passengers	\$152,589 98
" freight	384,472 72
" mail and express	28,841 78
	<hr/>
	\$560,904 48

The expenses for same time were:

Salaries and office exp's	\$14,215 44
Maintenance of road	118,281 52
" motive pow'r	47,898 28
" cars	20,633 46
Train expenses	11,778 58
Station expenses	56,030 75
All other ordinary exp's	14,742 98
Relaying track	40,761 92
New buildings, culverts, turntables, tools, etc., etc.	23,307 72
Telegraph line	4,318 86
Increase of rolling stock	19,994 59
Excess of inventory over previous year	19,783 77

Total expenses

Deduct extraordinary expenses	108,166 86
	<hr/>
	278,575 98

Net earnings

	\$282,828 47
—being 50.33 per cent. of the gross receipts, or a fraction over 14 per cent. on the capital stock of the company. The gross receipts were \$6,701 87 in excess of those of the previous year. The number of passengers carried was 81,380—of which 58,104 were way, and 23,226 through passengers. The total mileage of local passengers was 2,777,100; of through passengers 1,266,577—total of both, 4,043,677.	
The resources of the company at the close of the last fiscal year were as follows:	
Due on subscriptions to capital stock	\$18,802 50
Cash on hand and debts due the comp'y	80,187 34
English insurance due on iron lost	16,807 81
	<hr/>
	\$115,747 65
Less debts due by the company	78,607 88
	<hr/>
	\$42,139 77

The equipment of the road consists of 28 locomotives; 11 first class and 6 second class passenger cars, 8 smoking cars, 10 mail and baggage cars, and 418 cars for freight, etc.

The number of miles run by passenger trains was 95,458; by freight trains, 118,556; by coal

trains, 10,065; by gravel and material trains 23,750—total miles run, 257,829.

The number of tons of freight and coal carried in the cars was 186,698; the number carried one mile, 8,686,544.

The following is a statement of the receipts, disbursements and liabilities of this company from the date of its organization, November 20, 1847, to September 30, 1860, the date of its last annual report:

RECEIPTS.

Capital stock:—	
Subscribed by individuals.....	\$ 490,000 00
" city of Richmond.....	250,000 00
" town of Danville.....	10,000 00
" Co. of Pittsylvania.....	30,000 00
" " Henry.....	20,000 00
" State of Virginia.....	1,200,000 00
	\$2,000,000 00
Due by individuals.....	\$7,401 00
" State of Virginia.....	11,401 50
	18,802 50
Paid by individuals	\$482,599 00
" counties, etc.....	310,000 00
" State of Va.....	1,188,598 50
Received from guaranteed bonds, due 1875.....	200,000 00
State of Virginia loan for 34 years.....	600,000 00
Mortgage bonds due August 1, 1859.....	\$250,000 00
Less discount on same.....	41,045 46
Registered bonds, due November 1, 1860.....	150,000 00
Less discount on same.....	29,232 00
Rents, sales of materials, etc.....	120,768 00
English insurance on iron lost.....	27,292 98
Extended bonds.....	8,837 10
Transportation and connections.....	2,300 00
Due on open accounts.....	8,580,696 78
Bills payable.....	53,576 00
	73,607 88
	\$6,753,654 73

DISBURSEMENTS.

Cost of road and property per last report.....	\$3,659,668 28
Expended this year for same.....	66,369 06
Interest paid.....	450,461 08
Redemption fund on \$600,000.....	38,908 65
Discount on county bonds.....	6,200 00
Dividend 4 per cent. due Dec. 1, 1859.	79,207 94
Payments and connections per last report.....	1,667,393 68
Payments this year for same.....	432,241 81
Telegraph line.....	2,976 25
Western extension survey.....	4,714 91
Western and North Carolina survey.....	1,675 12
Casualties.....	1,500 61
Bonds redede'd Aug. and Nov. 1859.	262,200 00
Debts due the company.....	\$22,459 95
Cash.....	57,677 39
	80,137 84
	\$6,753,654 73

During the year $9\frac{1}{2}$ miles of heavy rail was substituted for the flat bar, making $92\frac{3}{4}$ miles of heavy rail track on the main line of the road, and leaving $47\frac{1}{2}$ miles of flat bar track—most of which is between the Junction and Staunton river. Since the close of the year, $2\frac{1}{2}$ miles more have been laid—leaving but $8\frac{3}{4}$ miles of flat bar track between Richmond and the Junction. The company have now on hand about \$9,000 worth of flat bar rail, which they propose to sell to assist in defraying the expenses of the new iron. In reference to the indebtedness of the company, the report says:

Since the last annual report, of the \$1,000 remaining unpaid, because uncalled for, of the debt of \$250,000 due 1st August, 1859, \$500 has been paid, leaving only \$500 of that debt outstanding. Of the debt of \$150,000 due the 1st November, 1860, the sum of \$149,700 has been paid, leaving only \$300 outstanding of the original debt. But the directors have been compelled to issue new bonds of the company to the amount of \$65,400, payable at various periods from May, 1861, to November, 1863, which will be promptly met by the accruing revenues of the company.

on the speedy commencement of this valuable feeder to their road.

President—LEWIS E. HARVIE.

Directors on the part of the State of Virginia—J. B. Stovall, Vincent Witcher, E. G. Lehigh.

Directors on the part of the Stockholders—B. O. Haskins, Wm. Palmer.

Superintendent—CHARLES G. TALCOTT.

Sec. and Auditor—THOS. W. BROCKENBROUGH.

Treasurer—JOHN S. VAUGHAN.

Journal of Railroad Law.

RAILROAD EMPLOYEES; DUTIES AND OBLIGATIONS OF DAY LABORERS AFTER WORKING HOURS; LIABILITY OF COMPANY.

The case of *Chapman vs. The New York Central Railroad Company*, involved the consideration of the duty which a day laborer employed by a foreman of the company, to construct and repair the fences along the line of road, and if at any time after he had performed his day's labor he saw anything amiss, he should without being specially required to do so, give it all necessary attention; and the liability of the company in case he failed to perform this part of the agreement. We reported an English decision bearing upon the question of the company's obligation on a similar case in this Journal Dec. 29, 1860.

This action was brought to recover the value of a span of horses belonging to the plaintiff, which were killed by a locomotive, on the defendant's road. The horses escaped from the pasture of the plaintiff, adjoining the railroad in the town of Palmyra, and came upon the track through a bar-way in the defendants' fence; while the bars were down and while upon the track, they were struck by a locomotive running on the road and killed.

The bars were taken and left down by one Ryan, who was at the time, and had been for more than a year previous, in the employment of the defendants as a day laborer, continuously, at a fixed rate of wages, per day, of about twelve hours, payable once a month, up to the first day of the month. It was understood between him and the defendants, that in virtue of that employment the defendants were at liberty, after the expiration of his regular hours for labor for any day, to require his services in case of any accident, or the occurrence of anything endangering the running of the road, when he was to be allowed for extra time, and paid accordingly; and further if that at any time after he had performed his day's labor he saw anything amiss, he should without specially being required to do so, give all necessary attention to it.

The case was tried before a referee who found as a conclusion of law, that it was the duty of Ryan as the servant of the defendants, which he thereby became for the purpose, to replace the bars, and his omission to do so was negligence of the defendants, for which, and the killing of the horses in consequence of it, they were liable on this action, that the plaintiff was entitled to recover of the defendants as the damages sustained by him in the premises, the sum of \$310 and interest; for which he ordered judgment in the plaintiff's favor, and the defendants appealed.

The following is the opinion of the Monroe General Term of the New York Supreme Court, to which the case was carried.

E. D. SMITH J. The plaintiff in this case has lost his span of horses without any negligence or fault on his part, but through the negligence of

A second wire has been placed upon the poles of the telegraph line from Richmond to the Junction, and since the close of the year the line has been extended to the Western terminus of the road. The entire cost to the company of this line from Richmond to Danville amounts to \$7,402 96. In reference to the branch roads and extensions, the report says:

The surveys of the State line to meet the North Carolina Coalfield Road, and of the Western extension, as it is called, of the Danville Railroad, have been made; and the engineer is now locating the common stem of the two roads, in order that it may be ready whenever the money is raised to build these two lines. The committee appointed under a resolution of the last meeting by the chairman thereof, "to memorialize the General Assembly of Virginia to increase the capital stock of the Richmond and Danville Railroad Company, a sufficient sum to enable that company to connect with the North Carolina Dan River Coalfield Road at the Virginia and North Carolina line," discharged the duties devolved upon them by that resolution, and an act was passed by the General Assembly in accordance with the request in the memorial.

Upon the line of the Coalfield Railroad, subscriptions have been raised to such an amount as to encourage the hope that this company will soon be ready to fulfill their obligations; and as soon as they shall have exhibited their ability to do so, the Directors of this company will use the most prompt and energetic measures to hasten the joint completion of the work in which this company is so deeply interested.

The Legislature of Virginia, at its last annual session, appropriated \$350,000, being three-fifths of the sum of \$500,000 which was voted to build the Western extension; and active measures have been taken to procure the full amount of private subscription, and have been so far successful that the directors may safely congratulate the company

the witness Ryan, a servant or laborer in the employment of the defendants. Ryan was a day laborer, employed upon the track of the defendants' railroad, and in building and repairing fences under a foreman having the charge or oversight of a particular section of the road. Each foreman employed his own hands, and they were paid at a fixed rate of wages per day, monthly. The referee finds as a matter of fact that it was understood between Ryan and the defendants, that in virtue of his employment the defendants were at liberty, at the expiration of his regular hours for labor, to require his services in case of any accident or the occurrence of anything endangering the running of the road when he was to be allowed for extra time, and paid accordingly; and further, that if at any time after he saw anything amiss, he should, without being specially required to do so, give all necessary attention to it. Upon this finding on the facts, the conclusion of the referee in respect to the law, that "it was the duty of Ryan, as the servant of the defendants, to replace the bars in the defendant's fence," the taking and leaving down of which was the cause of the escape of the plaintiff's horses from his lot and of their loss, "and that his omission to do so was the negligence of the defendants, for which, and the killing of the horses in consequence of it, they are liable," is clearly legitimate and proper.

As an original question I should have found some difficulty in coming to the same conclusion upon the facts, with the referee, upon the evidence. It seems to me that the duty of Ryan was one of imperfect obligation than a fixed certain duty, arising from his contract of employment. But the witness asserts unqualifiedly that his day's work commenced at 7 A. M., and ended at 6½ P. M.; and he further says, "and if I saw anything amiss, after that, I had to do it." It was certainly amiss for him not to put up the bars in question, which he took out and left out himself. He also said, "It was part of my business, when I saw a fence down, to put it up; and in case a bar was broken to put in another one." Upon this and the other evidence in the case we cannot say, I think, that the referee was not warranted in finding on the facts as he has done; or, at least, I do not think we are at liberty to reverse this judgment on the ground that the finding is entirely without, or against evidence, even though we might have come to a different conclusion on the facts.

I am not sure that this judgment is not sustainable on the ground that the defendants employed, and kept and continued this man Ryan in their employment under the circumstances of the case; the foreman in particular, under whom he worked, being well acquainted with the fact that he was addicted to habits of intoxication. With such habits he was put and kept in a position on the defendants' road which enabled him to commit the gross act of negligence in question. As the defendants have thereby caused the loss of the plaintiff's horses, I am not clear that this judgment cannot be sustained on this express ground. At least it is quite apparent that they ought to suffer the consequences resulting from the negligence of their servants, rather than the plaintiff, who is without fault; and in this view of the equities of the parties, I can

hardly think it our duty to interfere with this judgment. The judgment should, therefore, be affirmed.

Important Decisions in the Suits against the La Crosse and Milwaukee Railroad Company.

A Correspondent of the New York *Times*, under date, "Milwaukee, March 15, 1861," gives the following synopsis of the decisions of Judge Miller in the United States District Court in Wisconsin, in the cases of Bronson, Soultre and Knapp, Trustees, against the La Crosse Railroad Company, and Bronson and Soultre, Trustees, against the same:

The first is known as the Land Grant case, being a suit to foreclose the Land Grant mortgage. This mortgage covered the Western Division of the La Crosse Railroad, from Portage City to La Crosse, and the lands granted by Congress to aid in the construction of a railroad from Madison to Portage City and the St. Croix River or Lake. It was in evidence that some one million nine hundred and ninety-one thousand dollars of the bonds, from No. 1 to 1,991, were issued under this mortgage prior to Oct. 1, 1857, when the La Crosse Railroad Company leased its road to Selah Chamberlain, and confessed a judgment in his favor for a large sum. That a further issue of five hundred and nine thousand dollars of the bonds was subsequently made, prior to January 28, 1858, being together what is known as the first two and a-half million issue of Land Grant bonds. On the 28th of January, 1858, a supplemental deed of trust or mortgage was made, changing the remedy for default and limiting the issue thereunder to one and a-half millions, or four millions in all.

About the date of the lease and judgment in favor of Chamberlain, a second mortgage was made upon the road from Portage City to La Crosse, to one Helfenstein, under which some three hundred and sixty thousand dollars in bonds were issued.

It was in evidence that the Bonds had become depreciated at the time of the issue of the \$509,000 Land Grant Bonds, and that the second issue of the same bonds to the amount of \$1,500,000 was distributed among the Directors, at Albany, or their friends, realizing to the Company only thirty cents on the dollar. No evidence was exhibited as to what the Helfenstein Bonds sold for, or were worth.

The holders of the first issue of Land Grants, \$2,500,000, defended against the subsequent issue, claiming a priority, and showing that they had paid eighty cents on the dollar, for their bonds. Upon this state of facts shown, the Judge decides that the first two millions and a-half shall have the preference in the following proportion, viz: The nineteen hundred and ninety-one thousand at *par*, and the five hundred and nine thousand at *forty per cent.* of their par value. He then allows the Helfenstein Bonds to come in at *forty per cent.*, and then, last of all the one and a-half millions of Land Grant Bonds, numbered above 2,500 to come in at *forty per cent.* This decision practically destroys the value of all these bonds, except the first two and a-half millions, as the value of the road and lands (none of the latter having yet been obtained from the United States) will hardly meet the amount of the principal and interest due on this class.

The second case, Bronson and Soultre, Trustees, against the La Crosse Railroad Company and others, was a suit to foreclose the second mortgage upon the Eastern Division, from Milwaukee to Portage City, for \$1,000,000. Answers were made by judgment creditors and stockholders in the Milwaukee and Minnesota Railroad Company—the latter a paper corporation, formed under the third or Barnes mortgage—setting up that the Bonds under this second mortgage were issued for part cash and part stock and other Bonds of the Company, and in fraud of the rights

of creditors. It was shown that some \$590,000 of the Bonds were paid for, part in cash and part in stock and in other Bonds, and that many were hypothecated some sold for cash, and some paid to the contractor. No evidence was in the case that any creditor was hindered or defrauded by the mortgage, or that any such intention existed. It was shown by the complainants that the laws of the State authorized the issue and sale of the Bonds at *any rate of interest*, and at *any price* which might be agreed upon between the Company and the purchasers. The Judge decided that, as the Bonds were issued at a time when all securities were depressed, (September 1857,) and sold at low rates, he should allow only *forty per cent.*, without distinction or discrimination. He denied to these securities the character of negotiating to the extent heretofore claimed, and which has been conceded to them and confirmed by numerous decisions of the Supreme Court of the United States. It is understood here that the second case, if not the land grant case, will be taken to the Supreme Court, as this decision affects the value of hundreds of millions of like securities which have heretofore circulated, unchallenged, in all the money markets of the world.

The Judge and our State Legislature seem to act in concert—while one strikes at the value of railroad bonds, the other has just passed the famous—(ought we not rather to say *in famous*)—Farm Mortgage Law, of which I inclose a synopsis. This law, if sustained by the State Courts, most effectually prevents the collection of the farm mortgages issued by our farmers in aid of railroads. Of these securities, some *three or four millions* are held in the Eastern States.

Railroad Earnings.

The earnings of the New York and Erie Railroad for the month of February, were as follows: February, 1861 \$391,100 97 February, 1860 303,279 16

Increase \$87,821 81

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of February, 1861, compared with that of 1860:

	1861.	1860.
Rec'd from coal	\$107,680 29	\$102,795 91
" " merch'dise	80,602 20	42,807 88
" " travel, etc.	22,255 97	26,237 68

Total \$160,538 46 \$171,841 47

Transportation, road-way, dumpage, renewal fund, and all charges	90,357 70	113,302 25
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Net profit for the m'th, \$70,180 76 \$58,589 22

Profit for the previous month 186,839 88 162,490 58

Total profit for 8 mos. \$257,020 59 \$221,029 80

The receipts of the Grand Trunk Railway of Canada for the week ending March 9, were \$69,227 18

Week ending March 10, 1860 64,186 77

Increase in 1861 \$5,040 41

Total traffic from July 1st, 1860 ... \$2,326,181 00 Corresponding period previous year 1,898,475 43

Increase \$427,705 57

The earnings of the Macon and Western Road for February were:

From passengers	\$7,460 09
" freight	25,510 11
" mails, etc.	782 60

Total \$33,722 80

1860 33,895 48

Decrease \$172 68

Current Prices of Metals.

Furnished to *Herapath's Railway Journal*, by Messrs.
TRUSMAN & FAY, Metal Brokers of London and Liverpool.]

London, March 1, 1861.

IRON.

	£	s.	d.	£	s.	d.
Railway bars, f.o.b. Wales—per ton.	5	10	0	5	15	0
Do. Tyne or Tees	5	5	0	5	15	0
Do. chairs, Wales or Clyde	3	15	0	4	0	0
Do. fish plates, Wales	7	0	0	7	10	0
Pig, No. 1, Wales	2	15	0	3	5	0
Pig, No. 1, Clyde	2	9	0	2	12	0
Pig, M. Nos.	2	8	6	2	11	0
British bar, London	6	6	0	6	7	6
Nail rods, London	6	17	6	0	0	0
Do, Staffordshire, London	7	10	0	8	0	0
Bars,	7	10	0	8	10	0
Hoops, London	9	0	0	9	10	0
Sheets, single, London	9	5	0	10	5	0
Swedish, London	11	10	0	11	15	0

COPPER.

Sheathing, bolts, etc.	per lb.	0	0	0	0	11 $\frac{1}{2}$
Bottoms		0	1	0	0	1 $\frac{1}{2}$
Old		0	0	9 $\frac{1}{2}$	0	0
Tough Cake	per ton.	102	10	0	0	0
Tile and ingots		102	10	0	0	0
Beet selected		105	10	0	0	0
Burra Burra		90	0	0	91	0
South American		90	0	0	90	0
Yellow metal		0	0	9	0	0
LEAD—English pig		21	5	0	21	10
Sheet		22	5	0	0	0
Patent shot		25	0	0	25	10
Spanish pig (soft)		20	15	0	21	0
QUICKSILVER	75 lbs.	7	0	0	0	0
STEEL—Swedish in kegs, per ton.	17	10	0	0	0	0
Swedish in fagots		19	0	0	19	10
English spring		18	10	0	24	0
SPELTER		18	10	0	0	0
ZINC—Nos. 9 to 18		25	0	0	25	10
TIN—English block & ingot		128	0	0	0	0
English bars		129	0	0	0	0
Do. refined		130	0	0	0	0
Banca		130	0	0	0	0
Straita		120	0	0	121	0
TIN PLATES—Charcoal, c.p. box.		1	9	0	1	11
Charcoal ix		1	15	0	1	17
Coke ix		1	3	6	1	5
Coke ix		1	9	6	1	11

Philadelphia and Erie Railroad.

An Act to change the name of the Sunbury and Erie Railroad Company, and to facilitate the completion of a railroad from Sunbury to Erie.

Whereas, The Sunbury and Erie Railroad Company have made application to this General Assembly, for the passage of an act to change the name of the said corporation, so that the same shall hereafter be called and known as the Philadelphia and Erie Railroad Company; and whereas, the said Company have been unable to dispose of their bonds, for three million five hundred thousand dollars, made by authority of the "act for the sale of the State Canals," approved the 21st of April, 1858, for the purpose of raising money to complete the construction of their railroad, the payment of which said bonds, as well as their bonds for the same amount now in the sinking fund and owned by the Commonwealth, was intended to be secured by the mortgage for seven millions of dollars executed in trust for that purpose, recorded in the office for the recording of deeds for the city and county of Philadelphia, and deposited for safe keeping in the office of the State Treasurer, and by reason of the fact that the said bonds cannot be disposed of, the work on the said railroad has been suspended, and the said Company are unable further to prosecute the same, or to pay the interest on their said debt to the Commonwealth; and whereas, in case of a foreclosure of the said mortgage and a judicial sale of the said work in its present condition, an incumbrance of \$600,000 existing thereon being a lien for work, labor and materials, will take precedence of the claim of the State, and is required by law to be paid prior to and in preference thereof, and will be likely to absorb the entire proceeds of such sale, whereby the said indebtedness to the State represented by the said bonds for \$3,500,000 would be wholly lost, and it is important to the public interests that this Legislature should adopt such measures as will prevent the sale and sacrifice of the said work, and secure the ultimate payment of the said debt; and whereas, the completion and equipment of the said railroad are necessary for the purposes last aforesaid, and to that end, and for the purpose of paying and discharging the said lien for \$600,-

000, it is necessary that the said mortgage for \$7,000,000 shall be canceled, and that the said Company be authorized to issue other bonds and secure the payment of the same by a first mortgage, and it is expedient that such authority be conferred on said Company upon the terms expressed in the provisions of this act:

Therefore, for the purposes aforesaid, and to secure the completion and equipment of the said railroad, and the ultimate payment of the said debt of \$3,500,000 to the State.

SECTION 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met and is hereby enacted by the authority of the same, That the corporate name and title of the Sunbury and Erie Railroad Company be and the same is hereby changed to the Philadelphia and Erie Railroad Company, by which name and title the business of said Company shall hereafter be managed and conducted, with the same effect as if the name thereof had not been changed.

SECTION 2. That the said Philadelphia and Erie Railroad Company be and it is hereby authorized to execute and issue, under its corporate seal, five thousand bonds not exceeding in amount the aggregate sum of £1,000,000 sterling money of Great Britain, or \$5,000,000 lawful money of the United States, any number or all of which may be issued for £200 each, sterling money aforesaid, and any number or all of which for \$1,000 each, payable in 20 years from the date thereof, the said bonds shall bear interest at the rate of six per cent. per annum, payable semi-annually, and shall not be subject to taxation; and the said bonds, or the proceeds thereof, shall be used by the said Company for the purpose of completing and equipping the said railroad, and for the payment of debts contracted concerning the same, and of the scrip issued by the said Company under the act of April 13th, 1860; and as security for the payment of the principal and interest of the said bonds the said Company is hereby authorized to execute in trust, under its corporate seal, a mortgage of the whole line of its railroad, finished, unfinished, and to be finished, from Sunbury to the harbor of Erie, and its appurtenances, including all locomotives and cars which may at any time be placed thereon, together with all its real estate, rights, liberties, privileges and franchises, which said mortgage shall be delivered to the trustee or trustees therein named, and recorded in the several counties in which the property therein described, or any part thereof, may be situate; and shall thereupon be and remain the first mortgage on all the property therein described, until fully satisfied, except as to that part of the road of the said Company which extends from Sunbury to Williamsport on which a mortgage for \$1,000,000 now exists.

SECTION 3. That the said company be and is hereby authorized to execute under its corporate seal, forty bonds for \$100,000 each, payable in forty years from the date thereof, bearing interest at the rate of six per cent. per annum, from and after the first day of January, 1872, and secure the payment of the same by a mortgage to the Commonwealth of all the railroad of the said company finished, unfinished and to be finished, and all the property, rights, privileges and franchises, including locomotives, cars and rolling stock of the said company, which said mortgage shall be subject to the mortgage authorized by the second section of this act, and to the mortgage for \$1,000,000 on that part of the said road which extends from Sunbury to Williamsport; and the said company shall deliver the said forty bonds, together with the said mortgage to secure the payment of the same, to the commissioners of the sinking fund, and the said commissioners shall receive the same as collateral security for the payment of the said five per cent. bonds for \$3,500,000 now in the sinking fund; and the Treasurer of the Commonwealth shall thereupon cancel and surrender all the bonds belonging to the said company and deposited in his office for safe keeping, under the provisions of the act for the sale of the State Canals.

SECTION 4. That the time for the payment of the principal and interest of the said bonds for \$3,500,000, now in the sinking fund, be and the same is hereby extended till the maturity of the bonds for \$4,000,000 to be given as collateral security aforesaid, and the payment of the said collateral bonds, with the interest thereon, as the same shall become due and payable, shall be full satisfaction of the said bonds for \$3,500,000, and of the conditions thereof; Provided, that the whole amount of principal and interest so to be paid by the said company shall not be less than the debt now owing by the said company to the Commonwealth, with the stipulated interest thereon till the time of payment.

SECTION 5. That on the surrender and cancellation of all the five per centum bonds of the said company made by authority of the "act for the sale of the State Canals," approved the 21st of April, 1858, except those belonging to the State for \$3,500,000, and now in the sinking fund, it shall be the duty of the trustees of the mortgage for \$7,000,000, executed by the said company to secure the payment of the said bonds, forthwith to enter satisfaction on the record thereof, and the lien of the said mortgage shall thereupon be discharged and forever extinguished.

SECTION 6. That all the bonds authorized by the second section of this act, shall be deposited in the office of the State Treasurer for safe keeping, and shall be delivered to the said company for issue as hereinafter provided, that is to say, that when satisfaction is entered on the record of the mortgage mentioned in the fifth section of this act the Governor shall, by his warrant, authorize the State Treasurer to deliver to the said company one thousand of the said bonds, which, or the proceeds of which, shall be appropriated by the company to the purposes mentioned in the second section of this act, and upon notice to the Governor that such appropriation has been made, he shall forthwith appoint a competent person to examine and report, at the expense of the said company, the indebtedness liquidated and work done, and on being satisfied of the faithful application of the said bonds, or the proceeds thereof, the Governor shall then, in the manner aforesaid, authorize the delivery of another thousand of the said bonds to the said company, for the purposes aforesaid; and the remainder thereof, from time to time, and on the same conditions, pari passu with the progress of the said work and the equipment thereof, but before any of the said bonds are delivered to the said company for issue, there shall be endorsed on each of them the words: Issued by authority of an act of Assembly, entitled, "An Act to change the name of the Sunbury and Erie Railroad Company, and to facilitate the completion of a railroad from Sunbury to Erie," over the signature and official seal of the Secretary of the Commonwealth, who is hereby authorized to sign and seal the said certificate as aforesaid; Provided, however, that such endorsement shall not render the Commonwealth liable for the payment of the same in any contingency.

ELISHA W. DAVIS, Speaker of the House of Representatives.

ROBERT M. PALMER, Speaker of the Senate.

A. G. CURTIN, (Governor.)

Approved March 7, 1861.

Old Colony and Fall River Railroad.

The Boston Post states that it is now nearly certain that the Old Colony and Fall River Railroad will be extended from Fall River to Newport, R. I., about 18 miles. The General Assembly of Rhode Island granted a charter for the same a year ago; the stockholders in the Old Colony and Fall River Railroad are almost unanimously in favor of the extension. Routes have been surveyed; a company has been formed at Newport to construct the road, and all that remains is to obtain a charter from Massachusetts to authorize the building of a short section within the bounds of that State.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cara.	Companies.				Property and Assets.			Liabilities.			Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.
					No.	No.	No.	No.	No.	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Balance Total, incl. all other assets and liabilities.						
30 Jun. '59	65.0	50.6	58.1	50.6	Alabama and Florida	1,451,836	*	*	*	877,963	603,500	105,256	1,615,704	54.0	101,102	27,866					
29 Feb. '59	30.8	58.1	2	2	Alabama and Mississippi	461,505	30,991			335,010	109,500	21,632	518,965	30.3	65,791	21,852					
31 May '60	109.6	57.8	11	9	Ata. and Tennessee Rivers	2,261,927	184,906			1,067,006	777,777	240,485	2,476,023	109.6	207,826	111,232					
30 Jun. '59	67.0	171.8	-----	-----	Mobile and Girard	1,500,000	*								57.0	236,791	76,773	21,006			
1 Apr. '60	-----	67.2	-----	-----	Mobile and Great Northern	84,230				36,646	79,664										
31 Dec. '59	349.9	18.5	168.5	25	18	Mobile and Ohio	7,858,467	862,129	114,394	814,791	717,497	858,487	12,447,733	328.0	585,543	1,20,588	651,610				
29 Feb. '60	38.6	28.4	23	14	Montgomery and West Point	1,888,718	472,265	100,000	1,419,769	922,622	23,579	2,582,505	116.3	506,166	260,289	6					
6 Dec. '59	209.6	-----	-----	-----	North East and South West	600,000	*			650,000				1,030,957							
30 Nov. '58	38.6	301.4	-----	-----	ARKANSAS.	553,877	*			351,524	446,000	10,725	811,949								
30 Dec. '59	22.5	-----	-----	-----	Cairo and Fulton	-----															
30 Sep. '59	122.4	75.1	16	20	Memphis and Little Rock	553,877	*														
31 Aug. '59	61.4	10.6	64.5	18	Hartford, Provid. and Flaxkill	8,908,455	302,511			1,936,739	810,500	319,444	4,323,922	122.4	333,500	152,777					
31 Dec. '60	74.0	11	11	20	Hartford and New Haven	3,170,747	254,000			102,888	2,350,000	984,000	16,463	3,982,432	72.4	844,772	502,575	10	140		
31 Dec. '59	57.0	2.3	7	11	Housatonic	2,489,775	*	6,247	2,000,000			197,000	52,461	2,585,584	120.0	319,106	77,033				
31 Dec. '59	61.0	3.0	-----	-----	Naugatuck	1,870,968	207,343	7,000	1,031,800	287,350	29,041	1,696,018	62.0	241,330	127,505	3					
31 Dec. '59	46.0	9.0	7.0	-----	N. Haven, N. London and Ston.	1,851,879	*			960,748	866,000	200,000	61.0	107,837	20,627						
31 Dec. '59	61.0	5.0	7	5	New London Northern	1,400,000				922,500	700,000			59.7	90,302	90,302	5				
31 Oct. '59	68.0	29	72	328	New York and New Haven	1,566,695	*			610,900	1,052,500	3,872	1,675,147	68.0	119,146	-----					
30 Sep. '60	61.3	1.0	8.5	14	Norwich and Worcester	5,830,466	*			3,000,000	2,104,000	19,889		117.4	1,049,768	416,261					
30 Nov. '59	66.0	227.0	-----	-----	DELAWARE.	2,463,983	237,171	200,000	2,122,500	811,300	45,236			66.0	358,362	189,005	34	40			
31 Oct. '59	84.0	-----	10.0	-----	Delaware	1,547,825	*			361,478	931,500	112,029	1,547,825	84.0	-----	75,672					
31 Oct. '59	16.2	-----	-----	-----	Newcastle and Frenchtown	723,551				744,520		4,641	749,171	5.0	21,195		6				
30 Apr. '60	32.0	3.0	13.0	3	FLORIDA.	532,791	30,586			191,485	195,000	75,894	619,112	32.0	7,857	3,535					
30 Jun. '59	31.3	2.0	28.6	2	Florida and Alabama	532,791	30,586			205,781	204,600	184,670	594,830	19.3	10,255	1,504					
30 Sep. '59	26.5	8.9	227.0	-----	Fl., Atlantic and Gulf Central	396,310	23,808							29.4							
30 Jun. '60	86.7	16	7	124	GA. GEORGIA.	1,192,389	*			1,250,000	126,000		1,597,385	86.7	418,036	265,827	8	126			
30 Jun. '59	30.0	133.5	-----	-----	Atlanta and Gulf - M. Trunk	-----									125,427	69,679					
31 Dec. '57	63.0	-----	-----	-----	Augusta and Savannah	1,032,200	*			733,700	298,500		1,032,200	58.0							
30 Apr. '59	43.6	23.7	-----	-----	Brunswick and Florida	756,000	*			151,887				31.0							
30 Nov. '60	191.0	53	62	697	Central of Georgia (and Bank)	4,366,800	*			4,366,800					6,590,175	229.0	879,468	1,715,025	744,547	10	
31 Mar. '60	171.0	61.0	19	16	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	812,500					8,123,343	222.0	1,159,188	528,043	8	100	
30 Nov. '60	102.6	7.2	107	-----	Macon and Western	1,500,000	*			1,500,000	12,295	1,655,976	102.5	226,241	404,818	212,876	19	93			
31 July '59	50.0	774	17	33	Muscogee	774,244	162,534			669,950	249,000				1,026,868	50.0	202,714	110,516	8		
1 May '58	88.1	8.4	33	-----	Savannah, Albany and Gulf	1,386,684	52,373			1,275,901	10,200	180,621	1,473,140	71.6							
31 July '60	106.1	18.2	18	22	South Western	3,770,425	*			2,921,900	396,500	19,913	3,822,913	228.8							
30 Sep. '59	138.0	52	24	706	Western and Atlantic	5,901,497	*								138.0		832,343	454,641			
30 Apr. '60	220.0	-----	-----	-----	ILLINOIS.	-----															
30 Jun. '60	138.0	62	31	990	Chicago, Alton and St. Louis	10,000,000				3,500,000	4,500,000		10,000,000	220.0							
31 Dec. '58	45.0	6	14	101	Chic., Burlington and Quincy	6,067,925	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	1,233,708	453,141						
1 Apr. '60	194.0	-----	-----	-----	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	243,282	135,284						
30 Jun. '60	181.8	68	57	960	Chicago and Rock Island	9,344,863				2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822				
10 Nov. '58	33.2	-----	-----	-----	Fox River Valley	5,800,000	*			5,603,000	1,397,000		1,473,049	228.4		1,065,934	309,567	34	67		
31 Dec. '58	121.0	73.6	66	63	Galema and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	325.5	808,231	1,547,561	620,328	4	71			
31 Dec. '59	454.8	252.5	113	96	Great Western	5,022,926				1,600,000	3,088,426	334,500	5,022,926	175.0							
31 Dec. '60	81.5	-----	-----	-----	Illinois Central	27,195,391	*			16,654,980	15,672,240		33,221,720	708.3							
31 Dec. '59	148.0	-----	-----	-----	Ohio and Mississippi	4,870,586	*			1,780,295	3,292,403			148.0							
31 Dec. '59	46.6	-----	-----	-----	Pearl and Bureau Valley	-----				600,000											
31 Dec. '59	129.0	-----	-----	-----	Pearl and Hannibal	-----															
31 Dec. '58	186.0	-----	-----	-----	Pearl and Oquawka	5,400,000	*			1,569,889	2,200,000			186.0							
31 Dec. '58	100.0	-----	-----	-----	Quincy and Chicago	1,978,555	*			800,000	1,200,000		2,000,000	100.0	oper. by	Bur. & R. Is.	Quincy.				
31 Dec. '58	1.0	-----	-----	-----	Rock Island Bridge	-----															
31 Dec. '58	188.5	39.8	12.2	31	Terre Haute, Alton & St. Louis	7,608,958	628,487			3,028,903	5,035,615	741,040	8,865,252	208.3							
31 Dec. '59	108.0	-----	-----	-----	INDIANA.	2,080,433	*			1,196,679	1,006,125			108.0							
31 Dec. '59	29.0	73.0	-----	-----	Cincinnati and Chicago	2,080,433	*								29.0						
31 Dec. '59	19.0	19	21	278	Evansville and Crawfordsville	2,233,413	*			2,750	986,061	219,100	51,772	2,283,748	109.0		249,867	119,452			
1 Jan. '59	72.4	-----	-----	-----	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0		368,189	132,004	6	68			
31 Dec. '58	89.8	20.2	23	19	Ind., Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,688	3,455,108	110.0		448,556	230,834	9	42			
31 Mar. '60	84.0	-----	-----	-----	Ind., Pittsburgh and Cleveland	1,902,693		10,000	835,971	1,025,700	48,673	2,272,357	140.0		236,397	80,109					
31 Aug. '57	78.0	-----	-----	-----	Jeffersonville	1,839,576	*			1,014,262	681,000	99,400									
31 Dec. '59	64.0	-----	-----	-----	Lafayette and Indianapolis	1,850,000	*			1,000,000	600,000		2,000,000	64.0							
31 Dec. '59	88.0	49.0	-----	-----	Madison and Indianapolis	2,984,516	*			1,847,700	1,338,816			135.0		206,114	82,632				
31 Dec. '59	288.0	-----	-----	-----	Louisv., N. Albany & Chicago	6,000,000	*			2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,402				
31 Dec. '59	78.0	-----	-----	-----	Perry and Indianapolis	2,900,000	*			1,100,000	820,000	80,000	2,000,000	74.0							
31 Oct. '60	73.0	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,831,450	230,000	46,647	1,970,381	73.0		401,599	232,773	10				
31 Dec. '58	75.5	201.5	-----	-----	BURLINGTON and Missouri	1,514,257	*			752,733	665,000	92,865	1,542,768	50.0							
31 Dec. '58	86.0	-----	-----	-----	Chicago, Iowa and Nebraska	1,350,200				616,072	860,000	368,084	860.0	7 mo's.	85,329	46,771</td					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

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Years ending	Railroad.		Equipment.										Abstract of Balance Sheet.										Earnings.									
	Main Line.		Lateral and Branch Lines.		2nd Track and Sidings.		Road in progress or projected.		Cars.		Companies.										Property and Assets.		Liabilities.		Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Dividends.		Price of shares.	
	M.	M.	M.	M.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.				
30 Sep. '58	32.9	3.8	140.0	58	Albany and Susquehanna	406,962	\$	404,950	\$	31,135	436,085										32.9	93,894	84,119	11,215								
30 Sep. '58	38.8	34.0	58	52	Albany and Vermont	1,557,502	136,038	439,005	1,575,099	50,000	2,392,984	ope	r	by W	estern.						36,833	62,941	32,952	6	100							
30 Sep. '58	34.9	2.6	73.6	4	Albany and West Stockbridge	2,392,984	*	1,000,000	1,932,984												26,858	13,429	5									
30 Sep. '58	14.8	1.6	73.6	4	Black River and Utica	1,156,148	81,405	804,848	700,000	8,158	1,612,806										14.8	20,647	13,429	5								
30 Sep. '58	142.0	18.6	18.5	28	Blossburg and Corning	498,661					250,000	220,000										4,206,724	236.0	457,589	641,249	172,321						
30 Sep. '58	68.3	18.0	24	34	Buffalo, New York and Erie	3,160,762	*	164,200	680,000	2,592,221	252,124	4,206,724										81,488	848,327	419,378	10	120						
30 Sep. '58	46.8	2.9	10	8	Cayuga and Susquehanna	1,057,829	37,971	687,000	411,000	1,049,000	161,283	8,148,213	ope	r	by N.	Y.	E.				84.6	61,435	59,265	10,398	46							
30 Sep. '58	17.4	2.1	63.2	83	Chemung	400,000	*			380,000	70,000										500,000	ope	r	by Re	ceivers	30,000						
30 Sep. '58	46.8	2.9	15.0	34	Elmira, Jefferson & Canand	500,000	*			352,741	14,000	28,716	395,467								17.3	57,096	63,803	11,999	6							
30 Sep. '58	17.8	0.5	4	3	Erie and New York City	287,357	*			75,689	165,000	62,600	329,226	ope	r	b.b.N.						11.3	70,488	31,048	24,000	6						
30 Sep. '58	144.0	106.5	52	107	542	Hudson and Boston (Western)	148,000	27,000	175,000	10,000	1,098,000	300,000	17,113,224	ope	r	b.b.N.						150.0	700,224	1,842,636	770,096	45						
30 Sep. '58	18.5	7.5	73.5	8	Hudson River	10,205,906	1,182,372	3,758,486	8,842,000	414,644																						
30 Sep. '58	2.5	10.1	8.0	18	Long Island	3,497,538	178,320			75,771																						
30 Sep. '58	26.8	258.1	211	237	New York Central	2,566,270	*	1,852,716	755,998	12,283											97.5		343,021	145,369	11,111							
30 Sep. '58	29.8	318.8	219	194	New York and Erie	31,106,094	*	963,331	20,000	14,332,523	127,375	40,638,447	65.5	3,945,128	6,957,241	2,678,400	6	78														
30 Sep. '58	19.0	282.5	219	194	New York and Harlem	31,148,015	4,172,192	1,811,386	11,000,000	28,326,505	2,074,795	38,401,300	45.0	3,019,000	5,150,321	1,827,406	31	31														
30 Sep. '58	132.0	2.1	29.6	33	North (Ogdensburg)	8,022,788		6,717,190	6,055,725											152.9		1,182,861	433,716	120,850								
30 Sep. '58	111.8	8.8	17.7	28	North (Ogdensburg)	4,097,208	702,079			3,077,900	1,506,000																					
30 Sep. '58	55.9	2.2	7	6	Oswego and Syracuse	791,002	*	398,340	213,500	4,799,287	121.8	347,800	35.9	6,079,759	11,666	64,753	8	83														
30 Sep. '58	75.4	2.0	6	4	Pottsdam and Watertown	1,527,072	67,884			665,419	190,724	1,769,167	75.4	107,046	17,620	47,571	12	78														
30 Sep. '58	25.2	2.1	5	13	Rensselaer and Saratoga	433,968		610,000	140,000																							
30 Sep. '58	18.4	1.3	32.6	42	Rochester and Genesee Valley	652,151	1,776			557,560	150,000	23,496	731,156	18.4	135,000	44,220	24,061	2	2													
30 Sep. '58	21.0	1.0	2	3	Sackets Harbor and Ellisburg	371,556	17,714			300,000	85,000																					
30 Sep. '58	40.9	6.6	8.9	9	Saratoga and Schenectady	480,684	*			500,000	395,000																					
30 Sep. '58	11.0	7.1	18.2	8	Saratoga and Whitehall	820,518	74,904			50,603	41,200	22,686	114,489																			
30 Sep. '58	11.0	7.1	13	12	Sainte Island	114,015	*			50,603	41,200	22,686	114,489																			
30 Sep. '58	81.8	7.1	13	12	Brooklyn and Jamaica	369,866				324,860	85,000																					
30 Sep. '58	27.2	8.2	7.7	10	Syracuse and Binghamton	2,851,292	*			1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	198,402	112,155															
30 Sep. '58	6.0	0.1	8.2	6	Troy and Boston	1,366,826	143,687			604,911	247,676	806,500	247,676																			
30 Sep. '58	21.9	2.1	24	32	Troy and Greenbush	294,731				275,000																						
30 Sep. '58	96.8	11.0	7	11	Troy Union	732,114				30,000	680,000	732,114																				
30 Sep. '58	11.0	7	11	288	Watertown and Rome	1,859,787	319,715			1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,904	164,752	3	3													
31 May. '60	94.9	6.4			North Carolina	2,157,503	*			1,545,225	400,000	276,372	2,419,401	94.9																		
31 May. '60	223.0				North Carolina	4,235,000	*			4,000,000																						
31 May. '60	97.0				Raleigh and Gaston	1,240,241	*			973,300	126,200																					
30 Sep. '60	161.5	15.0	23	18	Wilmington and Manchester	2,632,737				232,900	1,180,470	1,045,000	51,300	2,934,609	171.9																	
30 Sep. '60	161.9	15.0	24	32	Wilmington and Weldon	2,869,223	*			107,000	1,340,213	791,055	102,391	3,114,964	171.0	323,069	477,564	235,201	8	8												
16 Mar. '60	81.0	3.0	192.5		Western North Carolina	2,000,000	*			4,700	290,212																					
31 Dec. '58	118.2				Atlantic and Great Western	613,231	*			866,939																						
31 Dec. '58	17.1	17	12	208	Bellefontaine and Indiana	3,088,218	*			10,000	1,859,813	1,267,078	64,251	3,565,956	118.2																	
1 Aug. '58	137.0				Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,510,432	141.0																			
31 Mar. '59	60.3				Cinc. Hamilton and Dayton	2,648,266	504,892			26,500	2,165,800	1,411,000	32,618	3,650,710	60.3																	
31 Dec. '58	30.0				Cinc. and Indianapolis Junc.	6,250,841	*			2,441,176	3,032,000	228,973																				
1 May. '59	131.8				Cinc., Cleveland and Zanesv.	6,250,841	*			4,078,571	684,955	67,422	4,748,100	38,000	8,242	5,943,275	141.2															
31 Dec. '58	136.4	5.8	42	31	Cleveland, Columbus and Cinc.	4,078,571	*			268,303	298,971	1,155,182	1,932,300	304,182	3,841,020	67.0	230,461	389,849	238,003	82	82											
31 Dec. '58	67.0				Cleveland and Mahoning	2,500,017				453	3,473,132	553,343	641,503	3,000,000	3,667,000	35,500	4,182,201	266,403	111,358	646,067	15	15										
30 Nov. '58	101.0	102.5	42	42	Cleveland and Pittsburg	9,320,288	*			4,265,931	3,438,468	3,468,316	653,821	9,661,102	203.6	64,413	772,093	323,093	881,957	121,441	1											
31 Dec. '58	61.4				Cleveland and Toledo	6,726,059	458,194	258,424	3,343,812	3,842,720	365,605	7,858,918	188.8																			
31 Dec. '58	72.0				Columbus and Indianapolis	2,555,000	*			1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,985,539	72.0	144,000	84,000	17,760	81,486	8	81									
31 Dec. '58	144.0				Dayton and Michigan	5,241,748	*			4,617,494	2,108,380	2,512,400	394,667	5,672,797	144.0	144,606	211,149	111,054														
31 Aug. '60	36.6				Dayton and Western	999,175				207,246	716,000	80,345	207,246	36.6																		
31 Aug. '60	47.0	3.2	47.0	3	Dayton, Xenia and Belpre	860,496	*			421,778	422,658																					
31 Aug. '60	6.5		6	5	Eaton and Hamilton	1,101,744	70,022			460,975	1,000,000	193,000	150,000	3,500	346,500	500,000	16.0	40,064	64,000	33,000												
31 Aug. '60	32.3		6	5	Greenville and Miami	888,000																										

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending	Railroad.										Abstract of Balance Sheet.										Earnings.									
	Main Line	Lateral and Branch Lines	2nd Track and Sidings	Road in progress or projected			Cars			Equipment.			Property and Assets.			Liabilities.			Road operated, incl. road leased, etc.		Mileage with locomotives with trains		Gross.		Dividends.		Price of shares.			
	M.	M.	M.	M.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	M.	M.	M.	M.	M.	M.	M.	M.				
Companies.																														
31 Oct. '60	48.0	—	3.2	90.5	7	7	65	PENNSYLVANIA, (Continued.)																						
30 Nov. '59	467.5	—	56.3	96	80	1,059	Pittsburg and Connellsville	2,724,803	81,186	—	1,755,826	1,292,700	67,889	3,878,707	60.0	113,775	80,552	23,890	—	—	—	—	—	—	—	—				
30 Sep. '59	31.0	—	—	11.0	—	—	Pittab'g, Ft. Wayne & Chicago	15,557,770	1,785,182	91,100	6,266,278	8,895,457	1,988,547	17,269,419	407.5	1,869,031	1,965,988	674,655	—	—	—	—	—	—	—	—				
30 Sep. '59	54.0	—	3.0	—	7	7	Schuylkill and Susquehanna	1,947,462	—	—	1,221,277	280,000	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Sep. '59	9.2	15.3	14.9	—	—	—	Schuylkill Valley	1,268,700	—	—	1,255,700	97,000	—	1,855,700	54.0	—	—	—	—	—	—	—	—	—	—					
30 Nov. '59	28.0	6.0	3.8	—	4	1	446	578,616	—	—	568,150	—	—	573,616	24.5	—	34,501	23,604	—	—	—	—	—	—	—					
31 Dec. '59	148.0	—	20.0	140.0	—	—	Sunbury and Erie	1,321,847	—	—	500,000	821,447	—	1,321,847	33.0	—	96,227	64,582	—	—	—	—	—	—	—	—				
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	6,388,712	107,252	—	4,506,920	4,369,070	861,271	10,149,869	148.0	—	83,072	47,007	6	—	—	—	—	—	—	—				
30 Sep. '59	26.4	—	2.1	—	4	11	Tioga	703,349	85,932	—	97,550	396,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
31 Mar. '59	78.0	—	—	—	—	—	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—	—	—	—	—	—	—	—				
31 Aug. '58	50.0	—	2.0	—	9	13	Williamsport and Elmira	3,650,682	380,347	—	1,500,000	2,361,973	161,272	4,148,920	—	—	191,970	96,308	—	—	—	—	—	—	—	—				
31 Nov. '58	13.6	0.6	—	—	3	—	RHODE ISLAND.	2,158,000	*	—	1,508,000	306,500	—	2,158,000	80.0	147,231	208,439	96,571	5	—	—	—	—	—	—	—	—			
31 Dec. '58	—	—	—	—	—	—	N. Y., Providence and Boston	434,698	1,588	—	287,917	109,937	36,139	—	—	12.6	23,514	23,005	1,278	—	—	—	—	—	—	—	—			
SOUTH CAROLINA.																														
31 Dec. '58	13.2	1.5	—	182.4	2	—	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	18.2	—	—	—	—	—	—	—	—	—	—	—				
31 Dec. '58	64.9	—	—	47.4	4	3	Charleston and Savannah	801,615	34,372	250,000	706,366	195,266	197,905	1,099,536	51.9	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '58	109.6	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	—	—	—	—	—	—	—	—	283,268	151,536	6					
—	40.8	—	—	—	—	—	Cheraw and Darlington	600,000	—	—	400,000	200,000	—	—	—	—	—	—	—	—	—	—	—	49.3	—	—				
1 Jan. '59	143.2	21.8	—	—	—	—	Greenville and Columbia	2,439,766	324,161	—	1,429,008	1,145,000	245,546	2,159,554	164.8	—	—	—	—	—	—	—	—	341,190	125,871	5				
31 Aug. '58	22.6	—	—	—	—	—	Kings Mountain	196,230	—	—	200,000	400,000	106,218	—	—	—	—	—	—	—	—	—	—	22.5	—	—				
31 July '58	82.0	—	—	—	—	—	Laurens	543,408	*	—	400,000	406,000	5,000	—	—	—	—	—	—	—	—	—	—	27,568	8,527	5				
31 Dec. '58	102.0	—	—	—	—	—	North-Eastern	2,011,662	*	—	985,743	960,410	108,172	2,067,325	102.0	—	—	—	—	—	—	—	220,014	96,145	1					
31 Dec. '60	136.0	106.0	—	62	59	790	South Carolina	—	—	—	—	—	—	2,643,833	—	—	—	—	—	—	—	—	—	—	1,499,636	701,943	7			
31 July '58	25.1	—	—	41.9	—	—	Spartanburg and Union	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25.1	—	—				
TENNESSEE.																														
30 Sep. '60	47.6	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,183	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—	—	—	—	—	—	—	—			
1899	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	—	30.0	29,845	9,359	7,486	—	—	—	—	—	—	—	—	—		
1899	30.0	—	1.8	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,288,678	2,020,000	200,000	—	—	109.0	—	—	318,718	187,466	—	—	—	—	—	—	—	—	—	
1899	140.0	—	8.0	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	—	130.3	150,142	297,806	3 149,167	—	—	—	—	—	—	—	—	—		
1899	271.6	19.4	20.0	—	43	37	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,636,096	873,597	—	—	—	—	—	—	—	—	—			
1899	271.6	16.0	20.0	3.9	9	5	Memphis and Ohio	2,256,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
1899	100.0	—	30.6	55.8	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
1899	59.0	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,618	—	59.4	60,870	177,256	60,023	—	—	—	—	—	—	—	—	—			
1899	47.4	—	2.3	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	—	47.4	54,175	88,129	44,666	—	—	—	—	—	—	—	—	—			
1899	34.2	—	7.0	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,994	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—	—	—	—	—	—	—	—			
30 Nov. '60	149.7	44.0	7.9	—	17	319	Nashville and Chattanooga	3,632,882	—	—	2,056,644	1,731,000	—	—	159.0	—	734,118	837,384	6	—	—	—	—	—	—	—	—	—		
1899	45.8	—	4.2	11.7	5	5	Nashville and Northwestern	—	—	—	595,922	860,000	204,544	—	45.8	57,960	127,953	87,243	—	—	—	—	—	—	—	—	—	—		
1899	30.0	—	0.6	8.0	—	—	Tennessee and Alabama	76,016	76,016	—	321,962	413,000	408,477	—	30.0	—	—	—	—	—	—	—	—	—	—	—	—			
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
31 Aug. '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passaic River	2,345,724	185,121	—	1,403,018	42,000	38,188	88,191	1,524,194	90.7	98,856	.92,122	82,001	—	—	—	—	—	—	—	—	—	—
31 Aug. '59	119.6	—	13.0	26	18	—	Rutland and Burlington	3,989,708	601,509	92,556	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	—	—	—	—	—	—	—	—	—		
31 Aug. '59	62.0	—	3.4	10	5	2	221	Manassas Gap	1,771,683	*	—	650,000	—	—	1,780,683	62.0	—	175,830	172,826	37,124	—	—	—	—	—	—	—	—	—	—
30 Jun. '59	119.0	—	20.0	42	28	—	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	12,276,299	166.0	—	617,262	702,271	115,678	—	—	—	—	—	—	—	—	—	—	
30 Jun. '59	123.3	10.1	—	19	13	—	Orange and Alexandria	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	167.7	270,846	450,427	222,214	—	—	—	—	—	—	—	—	—	—
30 Sep. '59	59.9	21.3	—	14	17	—	Petersburg and Roanoke	1,223,526	*	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	167.7	270,846	450,427	222,214	—	—	—	—	—	—	—	—	—	—
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	1,486,527	80.5	—	143.2	240,130	326,554	213,203	92,958	4	57	—					

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount	Interest	Due	Price	Description.	Amount	Interest	Due	Price	Description.	Amount	Interest	Due	Price
Alabama and Florida :					Chicago and Milwaukee :					Eaton and Hamilton :				
Mortgage	\$300,000	7	1867	---	1st Mortgage (convertible)	\$512,000	7	1874	70	1st Mortgage	\$757,734	† var.		
Convert. (guar. by Dir.)	150,000	7	1863	---	Income	62,000	---			Erie and North-East	149,000	---		
Land Mortgage	23,500	7	1869	---	Real Estate 2d Mortgage	188,864	---	Exchanged for Buff. and St. L.						
Alabama and Miss. Rivers :					Chicago and Rock Island :					Evansville and Crawfordsville				
State (Ala.) Loan	123,171	---			1st Mortgage	1,397,000	7	1870	96					
Mortgage	109,500	---			Chicago and Northwestern :									
Alabama and Tenn. Rivers :					Sinking Fund Preferred	1,250,000	---		78	Florida :				
1st Mortgage convertible	526,000	7	1872	60	1st Mortgage	3,600,000	39			Internal Improvement (State)	1,655,000	7	1891	
2d Mortgage	225,705	8	1864	---	2d Mortgage	2,000,000	15			Free Land, 2d Mortgage	1,500,000	8	1891	
Albany, Vt. and Canada :					Cincinn., Hamilton and Dayton :					Florida and Alabama :				
1st Mortgage	500,000	7	1867	---	1st Mortgage	461,000	7	1867	100	Internal Improvement (State)	7	1891		
Albany and West Stockbridge :					2d Mortgage	950,000	7	1880	86	Free Land, 2d Mortgage	8	1891		
Albany City (S. F.)	1,000,000	6	'66-'76	---	*Cincinn., Wilm. and Zanesville :					Florida, Atlantic and Gulf Centr.:				
Androscoggin and Kennebec :					1st Mortgage	1,300,000	---			Internal Improvement (State)	300,000	7	1891	
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	---	2d Mortgage	574,000	---			Free Land, 2d Mortgage	200,000	8	1891	
Stock, convert. (Coupon)	710,000	6	'63-'66	---	3d Mortgage	158,000	---			Fox River Valley				
Atlantic and St. Lawrence :					Income	250,500	---			1st Mortgage	400,000	†		
Dollar Bonds (Coupon)	968,000	6	1866	---	Tunnel Right	1,000,000	---			2d Mortgage	150,000	---		
Sterling Bonds (Coupon)	484,000	6	1878	97	Cleveland and Mahoning :					Galena and Chicago Union :				
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	---	1st Mortgage	694,500	---			Litchfield	52,015	7	1859	
Baltimore and Ohio :					2d Mortgage	469,000	---			1st Mortgage (S. F.)	1,998,000	7	'62-'68	98
Maryland Sterling	3,000,000	5	---		3d Mortgage	38,900	---			2d Mortgage (S. F.)	1,738,000	7	1875	96
Mortgage Coupon	2,500,000	6	1885	80	Clev., Painesville and Ashtabula :					Galveston, Houst. and Henders'n				
"	700,000	6	1880	80	1st Mortgage	564,000	7	1861	99					
"	1,128,500	6	1875	81	2d Mortgage	803,000	7	1862						
"	1,000,000	6	1867	85	Special (Sunbury and Erie)	600,000	7	1874						
Balt. City Loan	5,000,000	6	---		Convertible Scrip	800,000	7	1880						
Bellefontaine and Ind. (1 Jan. '60):					Cleveland and Pittsburg :					*Great Western, Ill. :				
1st Mortgage convertible	701,000	7	1866	65	1st Mortgage (Main Line)	800,000	7	1860	73	1st Mortgage (W. Div. 100 m.)	1,000,000	10		
2d Mortgage	157,000	7	1870	---	2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64	1st M. (E. D. 84 m.), 2d M. (W. D.)	1,350,000	7		
Income (1866 and 1870)	104,500	7	var.		3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875		Old Sang. and Morg. Railroad	41,000	---		
Real Estate (1858-'61, '63-'68)	119,750	7	var.		4th Mort. (M. L.) or 3d Extension	1,184,000	---			2d Mortgage	323,000	---		
Belvidere Delaware :					Income	118,000	---			Chattel (Equipment) Mortgage	374,426	---		
1st Mort. (guar. C. and A.)	1,000,000	6	1877	---	Dividend Bonds and Scrip	491,825	---			Greenville and Columbia				
2d Mortgage	445,500	6	---		Cleveland and Toledo :					1st Mortgage, Coupon	1,145,000	---		
Camd. and Amb. R. R. Co.	244,000	6	---		Junction 1st Mortgage 1st Div.	377,000	7	1867	65	Hannibal and St. Joseph :				
Black River and Utica :					Junction 1st Mortgage 2d Div.	305,000	7	1872	65	Missouri State Loan (1st Lien)	3,000,000	6		
Boston Concord and Montreal :					Junction 2d Mortgage	324,000	7	1862		Land Security	5,000,000	7	1881	46
1st Mortgage	200,000	6	1870	---	Tol. Nor. and Clev. 1st Mort.	522,000	7	1863	75	2d Mortgage (convertible)	757,000	7		
2d Mortgage	300,000	7	1870	---	Tol. Nor. and Clev. 2d Mort.	299,600	7	1863	75	Plain	11,000	7		
3d Mortgage Coupons	150,000	6	---		Junction Income	61,500	7	1862		Harrisburg and Lancaster :				
4th Mortgage Coupons	200,000	7	---		C. and T. Income	192,950	7	1863	75	New Dollar Bonds	459,872	6	1883	98
Sinking Fund	200,000	6	---		C. and T. Income (convertible)	409,900	7	1864		Harford and New Haven	1,000,000	6	1873	99
Boston and Lowell :					C. and T. Income (convertible)	373,000	7	1864	75	1st Mortgage				
Mortgage	440,000	6	1873	---	C. and T. Dividend (convert.)	189,735	7	1865	75	Harf'd, Providence and Fishkill				
Boston and Worcester :					C. and T. Income (convertible)	129,000	7	1870						
Mortgage (plain)	100,000	6	1860	---	Junction (Lloyd's)	640,000	7	1885	75					
Mortgage (convertible)	500,000	6	1860	---	5,000	7	1862							
Buffalo and State Line :					*Columbus, Piqua and Indiana :									
1st Mortgage	500,000	7	1866	95	1st Mortgage	18,000	---	1859						
Income (5 in '59, 5 in '62)	200,000	7	var.		Dividend (due 1860, '61, '62, '66)	272,700	var.		92					
Unsecured	200,000	7	1864	---	Connecticut River :	253,000	6	var.						
Erie and North-East	149,000	7	---	Mortgage (due 1862, '63, '78)	800,000	---								
Burlington and Missouri :				Connecticut and Passumps. Rivers :	800,000	---								
1st Mort. on 1st Division	590,000	---	60	1st Mortgage	116,500	---								
Cairo and Fulton (Mo.) :				2d Mortgage	97,000	---								
State (Mo.) Loan	650,000	6	'78-'79		Dauphin and Susquehanna :									
Garden and Amboy :					Dayton and Michigan (1 Ap. '60) :									
Mortgage	367,000	6	1864	97	1st Mortgage	300,000	8	---						
Mort. (exhd from Sterl'g.)	888,000	6	1864	97	2d Mortgage	2,200,000	8	---						
Mortgage	800,000	6	1849	---	Dayton and Western :									
	1,700,000	6	1875	80	1st Mortgage	300,000	7	50						
Sterling (\$210,000)	1,008,000	5	1864	97	2d Mortgage	7	40							
Sterling (\$225,000)	1,080,000	6	1864	---	Delaware :									
New Loan (iss'd \$337,000)	2,500,000	6	1887	---	1st Mortgage	500,000	---							
Unsecured	800,000	6	1863	---	Guaranteed	65,000	---							
Catavissa, Williamspr. and Erie :					State Loan	170,000	---							
1st Mortgage	1,500,000	7	1865	32	1st Mortgage	900,000	---	1871	100					
2d Mortgage	399,036	7	1866	101	1st Mortgage (E. Extension)	1,500,000	7	1875	100					
Chatel Mortgage	380,000	10	1871	---	2d Mortgage	2,600,000	7	1881	100					
Gayuga and Susquehanna :					Income (due 1862, '65 and '67)	1,263,170	7	var.	88					
1st Mortgage	800,000	7	1865	---										
Unsecured	89,000	7	1862	---	Detroit and Milwaukee :									
Central of Georgia :					1st Mortgage (convertible)	3,250,000	7	1875	---					
Mortgage	106,267	7	1863	---	2d Mortgage	1,000,000	8	1866	98					
Central of New Jersey :					3d Mortgage	750,000	10	1863	98					
1st Mortgage	1,500,000	7	var.		4th Mortgage (G. W. R. R.)	500,000	8	---						
2d Mortgage	1,500,000	7	1875		Dubuque and Pacific :									
Income	375,000	7	var.		New Construction	800,000	---							
Central Ohio :					1st Mortgage	344,000	1	---						
1st Mortgage	450,000	7	1861	62	Eastern (Mass.) :									
2d Mortgage	800,000	7	1864	45	Income (due \$75,000 annually)	525,000	6	var.	98					
3d Mortgage (S. F.)	800,000	7	1865	53	2d Mortgage (convertible)	710,000	7	1862	98					
4th Mortgage (S. F.)	1,385,800	7	1876	---	3d Mortgage (convertible)	445,000	6	1874	101					
Income (1858-'59 and '60)	1,172,200	7	var.		4th Mortgage (G. W. R. R.)	500,000	8	---						
Income (iss'd to Muskingum Co.)	100,000	7	1862	---	Dubuque Western :									
Charleston and Savannah :					1st Mortgage	344,000	1	---						
1st Mortgage (endorsed)	510,000	6	---		2d Mortgage	710,000	8	1862	98					
2d Mortgage	1,000,000	7	---		3d Mortgage	445,000	6	1863	98					
Cheshire :					4th Mortgage (convertible)	750,000	10	1863	98					
Mort. (1860-'63, '75 and '77)	786,400	7	var.		Dubuque and Pacific :									
Chicago, Burlington & Quincy :					New Construction	800,000	---							
Consolidated 1st Mort.	1,500,000	8	1883	98	1st Mortgage	344,000	1	---						
Consolidated Convert. Mort.	282,000	---			2d Mortgage	710,000	8	1862	98					
Chic. and Aar. 1st Mort.	399,000	7	1867	---	3d Mortgage	445,000	6	1874	101					
Ch. and Aar. 2d M. (S. F.)	303,000	7	1869	---	4th Mortgage (G. W. R. R.)	500,000	8	---						
Cent. Mill. Tr. 1st Mort.	392,000	7	1864	---	Dubuque Western :									
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	---	1st Mortgage	344,000								

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:					Montgomery and West Point:					Orange and Alexandria:				
1st Mortgage (Eastern Div.)	\$900,000	↑			Alabama State Loan	\$122,622				State Loan	\$400,000			
2d Mortgage (Eastern Div.)	1,000,000	↑			Mortgage (due 1860, '63 and '65)	850,000	6	var.		1st Mortgage	1,055,500	6	51	
1st Land Grant (Western Div.)	4,000,000	↑	176		Mortgage	450,000	8	1866		2d Mortgage	461,378	8	82	
2d Land Grant (Western Div.)	358,500	↑	176		Muscogee:	249,000	7			State (Mo.):				
3d Mortgage (whole road)	1,700,000	↑			1st Mortgage	1,500,000				State (Mo.) Loan	7,000,000	6		
Farm Mortgage	1,087,700	↑			Nashville and Chattanooga:	150,000				State Loan (S. W. Branch)	2,800,000	6		
Unsecured Bonds	1,785,000	↑			Mortgage (State endorsed)	500,000	10			Construction	4,500,000	6		
Lexington and Frankfort:					Chat. and Clev. Subsc. (endorse.)	2,285,000	6			Panama:				
Mortgage, due 1864, '69 and '74	130,000	6			Not endorsed	24,000				1st Mortgage Sterling	1,250,000	7	1866	100
Little Miami:					*New Albany and Salem:	175,000	7			2d Mortgage Sterling	1,150,000	7	1872	
Cincinnati Loan	100,000				Crawfordsville	500,000	10			Convertible	27,000	7		
1st Mortgage	138,000	6	1883	85	1st Mortgage	1,500,000				Pennsylvania:				
2d Mortgage	7,000	6			1st Mortgage	2,285,000	6			1st Mortgage (convertible)	4,905,000	6	1888	101
3d Mortgage	981,000	6			New Haven and Hartford:					2d Mortgage	1,928,000	6	1875	85
Long Island:										2d Mortgage Sterling	1,539,840	6	1875	
State Loan [S. F.]	100,000	5	1876							State Works Bonds	7,400,000	5		
1st Mortgage	500,000	6	1870	80	N. Hav., N. Lond. and Ston'gton:					Pennsylvania Coal Company:				
Louisville and Frankfort:					Mortgage	450,000	7			1st Mortgage	600,000	7		
Louisville Loan	174,000				Mortgage	200,000	6			Penobscot and Kennebec:				
1st Mortgage	248,000				Extension	100,000	10			Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
Louisville and Nashville:					New Haven and Northampton:					2d Mortgage (Coupon)	260,200	6	1876	
State [Tenn.], 1st Lien	300,000	6			1st Mortgage	500,000	—	1869		3d Mortgage (Coupon)	156,800	6	1871	
1st Mortgage	2,000,000				New Jersey:					Pensacola and Georgia:				
McMinnville and Manchester:					Company's (various)	711,000	—	var.	103	State Internal Improvement	7	36 y ²		
State [Tenn.]	872,000	6			New London, Willim., and Palmer:	500,000	7			Free Land				
Mortgage	24,000	7			1st Mortgage	500,000	7			Peoria and Oquawka:				
Mortgage	10,000	6			Income (convertible)	152,000	6			Perry and Indianapolis:				
Madison and Indianapolis:					New London City	100,000	6			Petersburg:				
State [Ind.] Loan					N. Orl'ns, Jackson and Gt. North:					Mortgage (due 1863 to 1872)	103,000	7	var.	
Mortgage					State (Miss.) Loan	156,000				Petersburg and Lynchb'g (S. Side):				
*Marietta and Cincinnati:					1st Mortgage	3,000,000	8	1886		State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (convertible)	2,500,000	7↑	1868		N. Orl'ns, Opelous. and Gt. West:					1st Mortgage (1859-70-75)	386,000	6	var.	
2d Mortgage	2,000,000	7↑			Louisiana State Loan	621,000				3d Mortgage (1862-70-72)	378,000	6	var.	
3d Mortgage	1,500,000	7↑			New Orleans City Loan	1,500,000				Special Mortgage (1865-68)	175,000	6	var.	
Sterling Income	383,000	4			1st Mortgage (S. F.)	2,000,000	8	1889		Last Mortgage (1861 to 1869)	133,500	8	var.	
Domestic	928,617	—	59-62		New York Central:					Phila., Germant'n and Norrist'n:				
Memphis and Charleston:					Albany Loan—Alb. and Sch'dy	127,000	5	1864	102	Consolidated Loan	274,800			
State [Tenn.] Loan	1,100,000	6			State Loan—Sch'dy and Troy	100,000	6	1867	93	Loan of 1842	100,000			
1st Mortgage	1,600,000	7	1880		State Loan—Rochester and Syr.	77,382	5	1861		Philadelphia and Reading:				
Memphis, Clarkesv. and Louisv.:	910,000	6			State Loan—Buffalo and Roch.	55,300	5	1865		Mortgage	705,000	5	1860	91
State [Tenn.] Loan	1,340,000	6			State Loan—Roch., L and N. F.	298,000	7	1861		Mortgage	1,572,800	6	1860	91
Memphis and Ohio:					Stock Subscription	756,000	6	1883	96	Mortgage (convertible)	886,000	6	1860	91
State [Tenn.] Loan					Premium Consolidated Stock	8,000,000	6	1883	96	Mortgage (convertible)	134,000	6	1860	91
Michigan Central:					Real Estate	221,000	6	1883	96	Mortgage	2,209,600	6	1870	79
1st Mortgage Sterling	467,489	6		90	New Convertible	3,000,000	7	1864	101	Mortgage (convertible)	3,856,500	6	1860	66
1st Mortgage (convertible)	500,000	8		96	*New York and Erie:	3,000,000	7	1867	105	Lebanon Valley R. R. (convert.)	1,500,000	7	1866	71
Unconvertible	258,000	8			1st Mortgage	4,000,000	7	1859	103	Real Estate Mortgage	516,450	—	var.	
1st Mortgage (convert.)	3,831,000	8			2d Mortgage	6,000,000	7	1883	92	Phila., Wilmington and Baltimore:				
1st Mortgage (S. F., convertible)	3,087,000	8		100	3d Mortgage (convertible)	4,729,000	7	1880	894	Mortgage Loan	688,929	6	1860	
Mich. Southern and N th Indiana:					4th Mortgage (convertible)	1,277,000	7	1883	95	Mortgage Loan	1,696,500	6	1884	
Michigan Southern	993,000	7↑	1857		5th Mortgage	2,618,000	7	1871	55	Improvement	119,000	6	1883	
Northern Indiana	955,000	7↑	1861	82	Unsecured (convertible)	2,442,000	7	1862	55	Pittsburg and Connelleville:				
Erie and Kalamazoo	300,000	↑	1862		Sinking Fund	2,193,000	7	1875	55	Pittsburg Loan	600,000			
Michigan Southern	259,000	↑	1863	83	New York and Harlem:					Alleghany Co. Loan	750,000			
Northern Indiana	299,000	↑	1863		1st Mortgage	3,000,000	7	1873	994	Connellsville Loan	100,000			
Jackson Branch	203,000	↑	1865	81	2d Mortgage	1,000,000	7	1864	96	Mc'Keesport Loan	100,000			
Goshen Air Line	1,335,000	↑	1868	74	3d Mortgage	1,000,000	7	1867	80	Baltimore Loan	1,000,000			
Detroit and Toledo	336,000	↑	1876		Real Estate					Cumberland Loan	200,000			
General Mortgage (S. F.)	2,458,000	—	1886	81	1st Mortgage	311,000	7	1860	94	*Pittsb'g, Ft. Wayne and Chicago:				
2d Mortgage	2,175,000	↑	1877	57	1st Mortgage	964,000	6	1866	94	1st Mortgage (O. and P.)	1,000,000	—	1865	
*Milwaukee and Beloit:					1st Mortgage	930,000	6	1875		2d Mortgage (O. and P.)	750,000	—	1866	
1st Mortgage	630,000	8			1st Mortgage	331,000	6			Income (O. and P.)	1,991,000	—	1873	62
Milwaukee and Chicago:					North Carolina:					Bridge (O. and P.)	198,500			
1st Mortgage	400,000	8			State Loan	2,000,000	6			1st Mortgage (O. and I.)	1,000,000	—	1872	
2d Mortgage	200,000	7			State Loan	1,000,000	6			2d Mortgage (O. and I.)	380,000	—	1873	
*Milwaukee and Horicon:					North-Eastern (S. C.):					1st Mortgage (F. W. and Chic.)	1,250,000	—	1873	
1st Mortgage	420,000	8			1st Mortgage	700,000				Real Estate (F. W. and Chic.)	498,000	—	1874	
2d Mortgage	600,000	8			2d Mortgage	224,500				Mortgage, Consolidated Compy	1,229,000	—	1887	
Farm Mortgage	150,000	10			Real Estate	35,910				Pittsburg and Steubenville:				
Milwaukee and Mississippi:					Northern Central:					Mortgage	800,000	↑	1868	
1st Mortgage (convertible)	74,000	10↑	1861	65	Balt. and Susq. R. R. (Coupons)	150,000	6	1866		State (Mo.) Loan	300,000	6	1879	
1st Mortgage (convertible)	526,000	8↑	1862	72	Md. State Loan (B. and Susq.)	150,000	6			Potsdam and Watertown:				
1st Mortgage (convertible)	650,000	8↑	1863	71	York and Cumberland 1st Mort.	175,000	6	1870		1st Mortgage	800,000	↑	54-74	
1st Mortgage (convertible)	1,250,000	8↑	1877	70	York and Cumberland 2d Mort.	25,600	6	1871		Quincy and Chicago:				
South-West Branch					York and C. guar. by Baltimore	500,000	6	1877		1st Mortgage	1,200,000	—	1873	
2d Mortgage	600,000	10↑	1862	45	N. C. Contract	292,300	6	1875		Racine and Mississippi:				
Construction	500,000	7↑	1859		Construction	1,903,500	6	1886		1st Mortgage (Eastern Division)	680,000	↑		
3d Mortgage	500,000	8↑	1862	57	Northern (Ogdensburg):					1st Mortgage (Western Division)	757,000	↑		
Mississippi Central:					1st Mortgage	1,500,000	7↑	1869		Raleigh and Gaston:				
1st Mortgage	1,007,363	7			2d Mortgage	3,077,000	7↑	1861		Coupon	100,000	—	1862	
Income	91,200	10			State Loan	2,000,000	6			Rensselaer and Saratoga:				
Tennessee State	45,000	6			State Loan	2,000,000	6			1st Mortgage	7	1863		
Mississippi Central and Tenn.:					State Loan	350,000	6			Richmond and Danville:				
State (Tenn.) Loan	529,000	6			North Penn.	2,500,000	6			State (Va.) Loan	600,000			
Income	95,500				Mortgage	214,500	10			Guaranteed by State	200,000	—	1875	91
Mississippi and Missouri:					Chattel Mortgage	1,500,000	6			Mortgage (Coupon)	250,000	—	1866	
1st Mortgage (convertible)	1,000,000	7			Mortgage	16,000	7	1860		Registered	150,000	—	1860	
2d Mortgage (S. F.)	400,000	8			Dividend Scrip and Bonds	102,330	6	var.		Richmond, Fred. and Potomac:				
Oskaloosa Division	1,425,000	7			1st Mortgage	2,193,000	↑	1868		Sterling (\$67,000)	324,000	—	1860	
Land Grant	7,000,000	7			2d Mortgage	316,925				Convertible	54,500	—	1878	
Mississippi and Tennessee:					3d Mortgage	206,300	6	1860		Dividend Certificates	35,300</td			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description	Amount	Interest	Due	Price
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	
Mortgage	997,000	7	1866	
Mortgage	1,000,000	7	1875	
Dividend	224,000	6	1860-62	
Sandusky, Mansfield and Newark:				
1st Mortgage	1,200,000	7	1856	
Barataria and Whitehall:				
1st Mortgage	250,000	7	1858	
1st Mortgage (R. and W. Br.)	100,000	7	1858	
Unsecured	45,000	7	1858	
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	
2d Mortgage	75,000	7	1870	
4th Mortgage	60,000	7	1858	
South Carolina:				
State Loan	200,000	5	1868	
Sterling	183,833	6	1868	
Sterling	2,000,000	5	1866	
Auditor's	246,500	7	1858	
Southern Mississippi:				
1st Mortgage	500,000	7	1858	
South-Western (Ga.):				
1st Mortgage	631,000	7	1875	
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	7	1858	
2d Mortgage	450,000	7	1858	
*St. Louis, Alton and Chicago:				
1st Mortgage	1,500,000	7	1860	
2d Mortgage	900,000	7	1860	
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7	1858	
2d Mortgage (Income)	1,535,000	7	1860	
3d Mortgage (Income)	1,000,000	10	1860	
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	7	1860	
St. Louis City Subscription	500,000	7	1860	
St. Louis County Subscription	1,000,000	7	1860	
Carondelet Subscription	50,000	7	1860	
Junibury and Erie				
Mortgage	1,000,000	7	1860	
Mortgage	7,000,000	5	1860	
Syracuse, Binghamton and N. Y.:				
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7	1862-72	70
2d Mortgage (convertible)	2,000,000	7	1868-70	40
1st Mortgage (Bel. and Ill.)	517,000	7	1878	
2d Mortgage (Bel. and Ill.)	494,000	7	1869	
3d Mortgage (Bel. and Ill.)	503,000	10	1874	
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	7	1860	
Mortgage	46,000	7	1860	
Terre Haute and Richmond:				
1st Mortgage (convertible)	230,000	7	1866	
Toledo, Wabash and Western:				
1st M. (L. Er. Wab. and St. Louis)	2,500,000	7	1865	67
2d M. (L. Er. Wab. and St. Louis)	1,000,000	7	1869	
3d M. (L. Er. Wab. and St. Louis)	1,200,000	7	1881	
Real Estate (L. Er. W. and St. L.)	800,000	7	1861	
1st Mortgage (Toledo and Ill.)	900,000	7	1865	67
2d Mortgage (Toledo and Ill.)	800,000	7	1865	67
3d Mortgage (Toledo and Ill.)	600,000	7	1865	67
*Vermont Central:				
1st Mortgage	7	7	17	
2d Mortgage			1	
Virginia Central:				
Mort. guaranteed by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82
Mortgage, (coupons)	941,000	6	1884	
Dividend, due 1865, '66 and '75	288,340	6	var.	
Income (1859 to 1865)	168,382	7	var.	
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	668,500	7	1875	
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	
Western (Mass.):				
Sterling (\$289,900)	4,319,520	5	1868-71	
Albany City (Alb'y and W. S.):	1,000,000	6	1868-76	
*Western Vermont:				
1st Mortgage	700,000	7	1861	
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	1,000,000	7	1866	
Income	177,000	7	1866	
Wilmington and Weldon:				
Mortgage, payable in England	443,555	7	1866	
Sterling, issued in 1858	144,500	7	1866	
Company, endorsed by State	203,500	7	1866	
Mortgage	120,000	6	1867	
York and Cumberland:				
1st Mortgage	398,000	7	1867	

New York Stock Exchange.
Sale Prices for the week ending March 20, 1861.

Th. 14. F. 15. Sat. 16. M. 17. Tu. 19. W. 20.

FEDERAL STOCKS:

U. S. 5s, 1874	88	89	90	89	89	89
U. S. 5s, 1865	—	—	90	91	91	91
STATE STOCKS:						
California 7s	—	—	87	—	87	87
Georgia 6s	—	—	—	—	—	—
Illinois 5s	—	—	86	87	87	86
Indiana 5s	—	—	86	87	87	86
Kentucky 6s	—	—	—	—	—	—
Louisiana 6s	—	—	77	—	77	77
Maryland 6s	—	—	—	—	—	—
Michigan 6s	—	—	—	—	—	—
Minnesota 6s	—	—	—	—	—	—
Missouri 6s	—	—	66	66	67	65
New York 5s, 1874	—	—	97	—	97	97
" 1864	—	—	—	—	—	—
North Carolina 6s	—	—	—	—	—	—
Ohio 6s, 1870	—	—	—	—	—	—
Tennessee 6s, 1890	—	—	75	74	74	75
Virginia 6s	—	—	78	78	78	77

RAILROAD SHARES:

Chicago, Burlington & Q. 7s	73	72	72	72	72	72
Chicago and Rock Is. 5s	58	58	58	57	57	57
Chicago and N. West.	—	—	—	—	—	—
Clev., Painesav. & Asht. 120	—	—	—	—	—	—
Clev. and Pittsburg	—	—	—	—	—	—
Clev. and Toledo	34	34	34	34	34	34
Del. and Lack. and West.	—	—	—	—	—	—
Galesburg and Chicago	71	71	71	71	71	71
Hudson River	45	45	45	44	44	45
Illinois Central (scrip)	81	80	81	80	80	80
Indianapolis and Cinc.	—	—	—	—	—	—
Michigan Central	58	58	57	57	57	57
M. S. and N. I. Guard	36	36	37	37	36	36
M. S. and N. I.	16	16	16	16	16	16
Milwaukee and Miss.	11	—	—	12	—	—
New Jersey Central	—	—	—	116	—	—
New York Central	78	78	78	78	78	78
New York and Erie	32	33	32	32	31	31
N. York and Harlem	16	15	15	15	15	15
N. Y. and H. "pref."	39	39	38	39	39	39
Panama	116	116	116	116	115	115
Phil. and Reading	44	43	44	43	43	43

RAILROAD BONDS:

Buff., N. Y. & Erie 1 M.	—	—	—	—	—	—
Chic. and N. W. 1st M.	40	39	40	—	39	39
" 2d M.	—	—	16	—	15	15
" S. F.	—	—	78	—	—	—
Cl. & Tol. S. F. 7 p.c. '85	—	—	—	—	—	—
D. L. & W. 1 M. 8 p.c. '71-5	—	—	100	100	100	100
" 2 M. 8 p.c. '81	—	—	97	98	98	98
Gal. and Ch. 1 M. 8 p.c. '63	—	—	2 M. 8 p.c. '75	—	—	—
" 2 M. 8 p.c. '75	—	—	—	—	—	—
Hann. and St. J. 1 M. 8s	—	—	47	—	45	45
Hudson R. 1 M. 7 p.c. '69 106	—	—	—	—	105	105
" 2 M. 7 p.c. '60	—	—	101	—	—	—
" 3 M. 7 p.c. '75	—	—	—	—	—	—
Illinois Centr. 7 p.c. '75 98	98	99	100	100	101	101
" 6 p.c. '75 98	98	99	100	100	100	100
L. Erie & W. 1 M.	70	—	—	—	70	70
" 2 M.	—	—	37	—	—	—
Mich. Cen. S. F. 8 p.c. '82	—	—	—	—	103	103
" conv. 8 p.c. '69	—	—	—	—	—	—
Mich. Southern 1st M.	83	84	84	—	85	85
" 2d M. 57	58	58	58	64	64	64
" S. F.	—	—	—	—	—	—
M. S. & N. I. 1 M. S. F.	—	—	—	—	—	—
" 2 M. 8 p.c. '77	—	—	—	—	—	—
Northern Ind. 1 M.	82	82	82	—	—	—
" 2 M.	—	—	—	—	—	—
N. J. Central 1st M.	—	—	—	—	—	—
N. Y. C. 6 p.c. certif. '83	90	91	91	92	92	92
" 1 M. 7 p.c. '64	101	—	—	102	—	—
N. Y. & E. 1 M. 7 p.c. '67	—	—	100	—	—	—
" 2 M. 7 p.c. '64	95	96	96	96	96	96
" 3 M. 7 p.c. '67	—	—	80	80	80	80
Penn. 1 M. 7 p.c. conv. '88	—	—	—	—	—	—
" 2 M. 6 p.c. stg. '75	—	—	—	—	—	—
Ph. and Read. 6 p.c. '60	—	—	—	—	—	—
" 6 p.c. '70	—	—	—	—	—	—
T. H. and A. 1 M. 8s '72	—	—	—	—	—	—
" 2 M. 8s '70	—	—	—	—	—	—
BANK AND INSURANCE STOCK:						
Am. Exchange Bank	92	92	93	—	—	—
America, Bank of	—	—	—	—	—	—
Commerce, Bank of	—	—	92	—	92	92
Merchants' Exch. Bk. 83	—	—	—	—	—	—
Mercantile (Mar.) Ins.	—	—	—	—	—	—
Commonwealth Bank	—	—	—	—	—	—
Metropolitan Bank	104	104	104	—	—	—
MINING STOCK:						
Pittsburg	—	—	—	—	—	—
Rockland	—	—	—	—	—	—
Minnesota	—	—	—	—	—	—
Isle Royale	—	—	—	9	9	9
MISCELLANEOUS:						
Del. and Hud. C. Co.</						

as aforesaid, the Governor is hereby authorized to issue revenue bonds, payable in three and five years, bearing interest at the rate of 9 per centum per annum, with coupons attached; and for the payment of the principal and interest on said bonds the revenues of the State are hereby pledged.

Interest and Dividends.

The Baltimore and Ohio Railroad Company has declared a dividend of three per cent. on the stock of the Main Stem, and four and a-half per cent. on the Washington Branch, for the half year ending 31st inst., payable on and after April 15th.

The Philadelphia, Germantown and Norristown Railroad Company has declared a dividend of four per cent. on the capital stock, payable on and after the first day of April next.

Scarcity of Storage Room in Chicago.

The immense crops of last year are testing the storage capacity of Chicago pretty thoroughly. Of wheat and corn alone there are stored in the various warehouses of the city upwards of 8,200,000 bushels, while of oats, rye and barley there are over one million bushels. Some of the houses—bins, floors and passages—are entirely filled; and the balance will be able to receive only, about ten days longer. To relieve the warehouses, about a dozen vessels have been chartered, and will be loaded immediately. The Illinois Central Railroad Company have instructed their agents to ship no more grain in bulk till further notice.

Railroads in Missouri.

The following statement of the earnings, expenses and net earnings of the three following roads is from the Report of the Board of Public Works of Missouri:

NORTH MISSOURI RAILROAD.

Gross earnings for 13 months \$400,008 75
Expenses for 13 months 303,276 96

Net earnings \$96,731 79

IRON MOUNTAIN RAILROAD.

Gross earnings for 14 months \$276,931 05
Expenses for 14 months 206,914 76

Net earnings \$70,016 29

PACIFIC RAILROAD—MAIN LINE.

Gross earnings for 12 months \$672,181 25
Expenses for 12 months 368,553 64

Net earnings \$303,627 61

Losses on the Lakes in 1859-60.

The following statement of the loss of life and property on the lakes in these years, is taken from the report recently issued by the Board of Underwriters:

1860.

Loss on steam hulls \$336,808
Loss on cargoes 160,575
Total loss by steam vessels \$497,383
Loss on sail hulls \$327,773
Loss on cargoes 330,859
Total loss by sail vessels 658,632

Total loss by steam and sail vessels. \$1,156,015

1859.

Loss on steam hulls \$169,455
Loss on cargoes 182,130
Total loss by steam vessels \$351,585
Loss on sail hulls \$331,238
Loss on cargoes 387,827
Total loss by sail vessels 668,565

Total loss by steam and sail vessels. \$1,020,100
Increase in losses 186,915
Loss of life in 1860 578
Loss of life in 1859, 106—Increase. 473

Hannibal and St. Joseph Railroad Company.

This company propose to fund the three next-maturing coupons of the Land-Grant and convertible sinking fund bonds, and the four next maturing coupons of the second mortgage income bonds, as follows: for the coupons of the land-grant and convertibles—income bonds, running three, four, five, six and seven years, bearing 7 per cent. interest; and for the second mortgage coupons—income bonds running eight and nine years, bearing the same rate of interest; the surrendered coupons to be held by Ignatius Sargent, Trustee, as collateral security to the income bonds thus issued. The Directors feel confident that this measure will place the company upon a sound basis.

Erie Railroad.

The earnings of this road for February were larger by \$87,821 than the same month last year, and \$24,000 ahead of the heaviest February traffic ever before realized. The following are the comparative figures:

Febr'y, 1858	..\$287,011	Febr'y, 1858	..\$328,048
" 1854..	357,829	" 1859..	300,999
" 1855..	340,751	" 1860..	308,279
" 1856..	367,915	" 1861..	391,100
" 1857..	270,073		
Increase	\$87,821	

Railroad Legislation in Pennsylvania.

We give in another part of our paper to day a copy of the bill recently passed by the Legislature of Pennsylvania, affording relief to, and changing the name of, the Sunbury and Erie Railroad Company. This road will hereafter be known as the Philadelphia and Sunbury Railroad. Also the bill for the Commutation of the tonnage tax on the Pennsylvania Railroad. By the passage of this bill, the litigation pending between the Pennsylvania Railroad Company and the Commonwealth is at an end, the company being relieved not only of further charges on account of tonnage, but also of the judgments of \$255,000 which had been recovered against it by the State. It will be seen that both bills have received the approval of the Governor.

Cleveland and Erie Railroad.

The earnings of this road for the year ending December 31, 1860, were:

From passengers	\$468,974 76
" freight	565,830 47
" mail, etc.	28,600 00

\$1,063,405 23

Operating expenses	\$225,006 09
Repairing road	165,750 93
" rolling stock. 39,001 47	

429,758 49

Net earnings	\$683,646 74
— or nearly 17 per cent. on the entire cost of road and equipment. The cost of the road is as follows:	

Construction of main line \$3,188,157 66

" branch 33,477 44

Cost of equipment 549,598 17

\$3,771,228 27

The company has no floating debt. The capital stock of the company is \$3,000,000. The funded debt, \$1,602,000. Surplus carried to sinking fund, \$67,469. A dividend of 5 per cent. in cash and 5 per cent. in scrip was paid Jan. 1, 1860. Also a dividend of 6 per cent. in cash, July 1, 1860. The number of through passengers carried was 162,172; and of way passengers, 88,199. We

shall give a more extended notice when we receive a copy of the report.

New Orleans, Opelousas and Great Western Railroad.

We have been favored with a copy of the Ninth Annual Report of the President and Directors of this Company, for the fiscal year ending December 31, 1860, embracing also the Reports of the Vice-President, Treasurer and Chief Engineer of the Company. The length of road in operation is 80.2 miles extending from Algiers, opposite New Orleans to Brashear, or Berwick's Bay, at which point a connection is made with steamers for Galveston and Indianola, Texas. The earnings during the past and preceding years have been as follows:

	1859.	1860.
From local passengers.	\$91,859 10	\$115,601 69
" Texas	35,603 90	54,724 25
" local freight	189,851 11	216,486 17
" Texas	81,524 81	78,688 49
" mail and express	21,323 76	21,471 27
		\$370,062 68 \$481,921 87

The expenses for 1860 were:

Conducting transportation	\$116,723 92
Maintenance of engines ..	10,654 08
cars	12,886 81
Ferryage	45,680 42
Maintenance of way	72,327 68
	258,272 56

Net earnings \$223,649 01

— or 46.4 per cent. of the gross earnings. Deducting the ferryage, for a fair comparison with the expenses of other roads, and the amount would be \$212,592 44, and the per centage of net earnings 55.9.

The items not chargeable to current expenses are as follows:

Purchase, repairs, etc., of steamboats and barges	\$36,674 73
Four new passenger cars	10,600 00
Repairing wharves, etc.	5,826 28
Raising track	38,667 64
Ditching	21,571 87
Ballasting, etc.	19,158 97
Renewals of rails and cross-ties, rebuilding culverts, etc.	39,329 44
Repairing Lafourche bridge	9,660 57
Building and repairing depots and stations	26,873 52
	\$208,268 02

The regular transit of passengers and mails, and the transportation and delivery of freight has been uninterrupted. But few accidents have occurred. The damage to property has been trifling; and no injury has happened to either passenger or employee. Numerous culverts and bridges have been filled up. Large ditches have been excavated, and the earth taken therefrom deposited upon the track whenever it was found too low to insure proper drainage. The Lafourche Bridge has been changed from a sliding draw to a swing bridge. The track has been greatly improved. It is believed that its present condition will tend materially to lessen the cost of maintenance of way, and other expenses generally during the coming year, while the expenses for renewal will be comparatively small. During the past four years, 12,740 lineal yards of rails, and 62,577 cross-ties have been removed.

The road was opened for business from Algiers to Lafourche crossing, 52 miles, November 6,

1854; to Tigerville, 66 miles, October 15, 1855; to Bayou Beouf, 78 miles, March 1, 1856; and to Berwick's Bay, 80 miles, April 12, 1857—making the average time the whole has been in use about 5 years and 8 months. From this it appears that but 4.87 per cent. of the rails were removed; and that they became defective at the rate of about 0.86 per cent. per annum. The cross-ties replaced amounted to 89.09 per cent. of the whole, or about 6.9 per cent. per annum.

The distance run by all trains from the beginning amounts to 909,984 miles—equal to the passage of 11,374 trains the length of the road. Assuming the weight of each to have been 200 tons, the traffic has been equivalent to at least 2,750,960 tons over every portion of the track at an estimated average speed of about 17 miles an hour.

The equipment of the road consists of 8 first class, 8 second class and 1 switching engine; 8 first class, 4 second class, 5 baggage, 2 express, and 209 freight and stock cars—valued at \$289,700. All the rolling stock is in excellent order—the repairs at all times having been equal to the wear.

The number of miles run by passenger trains during the year was 71,750; by freight trains, 108,454; by other trains, 13,040—total miles run, 133,244: an increase over the previous year of 23,212 miles. The number of local passengers carried was 44,679; of through Texas passengers, 28,788—total, 73,463: an increase of 22,162.

The second division of the road extends up through the sugar plantations of St. Mary, along the Bayou Teche, to New Iberia, a distance of 44 miles. In view of the extension of the road, a contract has been made for the construction of a boat for the transportation of passengers and freight over Berwick's Bay, in lieu of a bridge which would require a long time for its construction. The embanking of the tidal overflowed swamps and sea marsh west of Berwick's Bay, about three miles wide, was to have been completed on the 1st ult. It averages four feet in height. Between this and New Iberia, the line has been divided into three sections; several miles have been graded on each, and the work on all was progressing rapidly. About 24½ miles of roadway embankment was done, leaving to be done about twenty miles, all but two miles of which is light work, through plantations. All but the Bisland swamp, 1½ miles wide, may be completed by the 1st of April.

The third division, extending to Opelousas, is 29½ miles in length—making the entire distance from Algiers to Opelousas 164½ miles. About 18 miles of roadway on this division, extending from New Iberia to and beyond the Bayou Vermillion, have been completed in a very satisfactory manner. With the exception of the culvert and bridge masonry, which is in progress, this section is ready for track-laying. The heavy embankment, 18 feet in height across Vermillion Valley, is well advanced. The draw-bridge for the Vermillion, including two spans of 40 feet each, one at each end of the draw, has been ordered; it will be constructed wholly of iron, and when erected, will be a beautiful, substantial and durable structure. After passing the Bayou Vermillion, the country is very level for about 10 miles, and this section can be graded very rapidly,

thence to Opelousas the crossings of four bayous—the Caronco, Bourbeau, Callahan and Tesson will necessitate some heavy work.

About 61 miles of roadway will be ready for track-laying by the 1st of April; and by the 1st of July, near 75 miles.

The fourth division traverses a prairie country for 25 miles beyond Opelousas; thence it passes through the pine woods, 68 miles, to the Sabine river, or 93 miles in all—the total distance from New Orleans to the Sabine being 258 miles.

The floating debt at the date of the report was \$399,297 18—a reduction since the previous year of \$59,552 18. About \$20,000 is due to the contractors for work done from the Bay to New Iberia, being one-fifth of estimates retained as security, and payable upon the completion of the work; and the company has on hand city bonds, bills receivable, mail service dues, and cash to the amount of \$17,845 05. The earnings of the road have exceeded the estimate made at the commencement of the year \$81,921 87. The extension of the track to New Iberia will proportionately increase the revenue, without adding materially to the expenses. There is yet due some \$70,000 of tax subscription, as well as a considerable amount from individual subscribers. The total sales of bonds has amounted to \$566,000—leaving on hand \$1,434,000. The Gretna mortgage debt of \$25,000 has been paid in full; and provision made, monthly in advance, for the interest on the bonds sold, agreeably to contract with the Louisiana State Bank.

The quantity of land enuring to the road is 719,193 acres, none of which has been sold. The sales will probably net an amount equal to the whole paid up capital of the company.

The resources of the company are considered ample for paying off its whole debt, and for completing and equipping the road to the Texas line.

The road thus built and equipped, will have cost, and be worth to the stockholders, \$6,000,000—although the actual outlay by them will but little exceed one-half that amount.

General Statement.

RECEIPTS.

Subscriptions to capital stock	\$1,101,817	72
New Orleans subscription in bonds	1,500,000	00
State of Louisiana, in bonds	641,000	00
Earnings from transportation	1,707,705	25
Company bonds	566,000	00
Bills payable	\$804,763	47
Sundries	34,533	71
	839,297	18
	\$5,855,820	15

EXPENSES.

Right of way	\$20,882	45
Expenses	218,748	44
Interest and discount	812,250	80
Buildings and bridges	376,479	17
Construction 1st division	2,854,163	97
" 2d "	97,767	31
" 3d "	74,628	08
Machinery	38,166	41
Rolling stock	467,098	97
Maintenance of way	617,802	72
Transportation expenses	727,471	61
Steamboats, barges, real estate, etc.	182,520	22
Cash, and cash items	17,845	05
	\$5,855,820	15

President—W. G. HEWES.

Vice-President—A. B. SEGER.

Treasurer—BENJAMIN F. FLANDERS.

Chief Engineer—G. W. R. BAYLEY.

Reading and Columbia Railroad.

The contract for the construction of this road has been taken by Messrs. Moore & Co., of Philadelphia, at \$600,000. It is to be ready for the iron in 15 months.

Pennsylvania Railroad.

An Act for the Commutation of the Tonnage Tax.

Whereas, By a provision of the Act to incorporate the Pennsylvania Railroad Company, approved April 18, 1846, and a supplement thereto, approved March 27, 1848, a tax or duty was imposed on all tonnage loaded or received at Harrisburg, Pittsburg, and intermediate points, and carried or conveyed on the railroad of the said Company more than 20 miles, which said tax was intended to compensate for any probable diminution in the receipts of the Main Line of the Public Works, (then owned by the State,) by reason of the construction and operation of the said railroad; and whereas, It was provided in the third section of the Act for the sale of the Main Line of the Public Works, approved May 16, 1857, that if the Pennsylvania Railroad Company should become the purchasers of the said works, the said Company, in addition to the sum of \$7,500,000, the price limited by the said Act, should pay the sum of \$1,500,000, in 5 per cent. bonds of the Company, and that thereupon the said Company, and the Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad Company should, in consideration thereof, be discharged by the Commonwealth forever from the payment of all taxes upon tonnage or freight carried over said railroads, and the said Pennsylvania Railroad Company should be released from the payment of all other taxes or duties on its capital stock, bonds, dividends, or property; and whereas, It was subsequently decided by the Supreme Court of this Commonwealth, that while the Legislature had full authority to repeal the provisions of the said Acts, by which the said tonnage tax was imposed, yet, inasmuch as part of the said last mentioned section in the Act for the sale of the Main Line placed all the property of the said Company beyond the reach of the taxing power, it was therefore, to that extent, unconstitutional and void; and whereas, It was the clear intention of the Legislature, by the said Act for the sale of the Main Line, in case the Pennsylvania Railroad Company should become the purchaser of the same to exonerate and release the said Company from further liability for the payment of the said tonnage tax, and for the additional consideration therein named, all other taxes; and as the said tonnage tax now falls indirectly on flour, grain, cattle, iron, minerals, and other domestic products, transported on one line of improvements, while similar products transported on other lines are exempt from the same; and as the reason for the imposition thereof ceased to exist on the sale of the works it was intended to protect, the right of the State any longer to demand the payment of the said tax is denied, and said demand has led to litigation between the State and the Company, and will probably involve the parties in litigation with citizens of other States, to the injury of our internal trade and commerce, which it is the duty of the government to encourage and protect, by all lawful means; and whereas, The said Company has proposed a compromise and final settlement of the question, by paying into the treasury, in commutation of the said tonnage tax and in discharge thereof, such additional sum semi-annually, over and above the instalments of principal and the interest on its debt to the State, as may be required to make said payments amount to \$460,000 annually, until the year 1890, at which time the entire balance of the principal and interest shall be paid in full; and by paying, also, in addition to the said semi-annual instalments, all other taxes on their property to which they may hereafter be made liable under the general revenue laws of the State, and agree to make reductions for transportation of local trade, as hereinafter provided, and to aid also, in the construction of certain lateral rail-

roads, the completion of which is essential as a means of facilitating the settlement and improvement of valuable districts of the Commonwealth yet undeveloped; and whereas, In the opinion of this Legislature it is expedient to accept the said proposition, and to relieve all agricultural, mineral, and industrial products, and other property passing over any railroad, canal, or slackwater navigation in this Commonwealth, from the payment of tonnage tax or duty to the State; therefore,

SECTION 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the same: That if a majority of the Directors of the Pennsylvania Railroad Company, who, for the purposes of this Act are hereby vested with all needful authority, shall, at a meeting called for that purpose, resolve to accept the provisions of this Act, and shall authorize the execution of a written contract, under its corporate seal, with the Commonwealth of Pennsylvania, to pay into the State Treasury, on account of its indebtedness to the Commonwealth, by reason of the purchase of the Main Line of the Public Works on the 31st days of January and July in every year, until the 31st of July, 1890, inclusive, such sum, in addition to the interest on its bonds owned by the State, and in addition to its annual liability to the State on account of purchase money for said line of improvements, as will increase each semi-annual payment on account of said debt and interest to the sum of \$230,000, and the aggregate of all such payments to the sum of \$13,570,000, and shall agree to pay, on the said 31st day of July, 1890, into the treasury the balance then unpaid of the principal and interest of said bonds and shall further agree to reduce its local charges for the transportation of grain, flour, cattle, iron, minerals, and other property, as hereinafter provided; and if the said Company shall in the manner aforesaid, on or before the 1st day of July next, make and enter into with the Commonwealth of Pennsylvania a written contract to that effect, and shall on or before said day deliver the same in the Commonwealth, by depositing the same in the office of the Auditor General, then and in such case, and in consideration thereof, the Commonwealth of Pennsylvania shall not at any time hereafter lay, impose, levy, or collect any tax or duty upon, or in respect to freight or tonnage passing over the said Pennsylvania Railroad, or the Harrisburg, Portsmouth, Mount Joy and Lancaster Railroads or any part of them, or either of them, unless a like tax shall at the same time be imposed, laid or levied upon all other railroads or railroad companies of this Commonwealth; and all laws imposing taxes or duties upon freight or tonnage upon the railroads, canals, or slackwater navigation companies, for the use of the Commonwealth, be and they are hereby repealed, and no further or other proceedings shall be had or taken on the part of the Commonwealth to enforce the collection of any tax or duty, or obligation given therefor, or judgment recovered, or obtained in pursuance of any existing laws on tonnage carried or conveyed on the railroad of said Pennsylvania Railroad Company, or on that of any other Company incorporated by this State; and the said Companies shall be, by the proper officers of the Commonwealth, exonerated, released and relieved from every lien and liability to the State on account thereof.

SEC. 2. That from and after the passage of this Act, all Railroad, Canal and Slackwater Navigation Companies incorporated by this State, and liable for the payment of taxes or duties on tonnage, imposed by any laws heretofore enacted, shall make a reduction of their charges for transportation on their local freight, as fixed by their respective toll sheets, on the 1st day of February, 1861, equal to the full amount of the tax or duty chargeable upon such freight or tonnage by the laws aforesaid; the present winter rates between 1st day of December and the 1st day of May, shall be considered as fixed at 90 cents per 100 lbs. for first-class, 75 cts. per 100 lbs. for second class, 60 cents per

100 lbs. for third-class, and 40 cents per 100 lbs. for fourth class; summer rates between the 1st day of May and 1st day of December in each year, shall be 75 cents per 100 lbs. for first-class, 60 cents per 100 lbs. for second-class, 50 cents per 100 lbs. for third-class, and 40 cents per 100 lbs. for fourth-class, on all trade carried between Philadelphia and Pittsburgh, and a failure on the part of either of said Companies to make such reduction, shall render the company so neglecting liable to the Commonwealth for double the amount of the tonnage tax heretofore chargeable against them—and every such company shall, within thirty days after the passage of this Act, under a like penalty, file in the office of the Auditor-General, under the oath of the President or other proper officer, a toll sheet of their rates of charges for transportation of local freights, upon the 1st day of February, 1861, accompanied by a statement of the reduction to be made in pursuance of this act, and the said rates as so reduced shall be the highest rates that can be charged for the transportation of such freight and tonnage by any company accepting the provisions of this Act. Further, the Pennsylvania Railroad Company shall not at any time charge or collect rates on any description of freights from any Eastern or seaboard cities to Pittsburgh, higher than the gross rates charged or collected from same points to any point west of Pittsburgh. Nor shall the said Pennsylvania Railroad Company at any time charge or collect rates on any description of freights from Pittsburgh to Philadelphia, Baltimore, New York or other seaboard cities, higher than the gross rates that may be charged from any point west of Pittsburgh to the same points on the same description of property. The local rates from Pittsburgh or Philadelphia to stations on the line of the Pennsylvania Railroad shall at no time exceed the gross rates charged through between Philadelphia and Pittsburgh; nor shall local rates between any two stations on the road between Philadelphia and Pittsburgh exceed the through rates as made from time to time under the provisions of this Act, nor shall the rates charged to any local points exceed those charged to any point of greater distance in the same direction from the place of shipment. And further, all shippers of western products, under through bills of lading, from any point west of Pittsburgh, by river to Pittsburgh, to the seaboard cities, shall have the privilege of disposing of their property at Pittsburgh, by giving timely notice, before its arrival at that point, to the transfer agents of the Pennsylvania Railroad Company, and by delivering up their through bills of lading, thus releasing the Pennsylvania Railroad Company from all liability on account thereof. If the property is not sold at Pittsburgh, the owner, consignee or shipper of said property shall have the right to deliver the same to the transfer agency of the Pennsylvania Railroad Company at Pittsburgh, and forward the same within ten days after its arrival at Pittsburgh, under the conditions and rates of the original through bill of lading.

SEC. 3. That the Pennsylvania Railroad Company shall be liable to taxation for all State purposes, and the said company shall pay the same rate of taxation which is now, or may hereafter be imposed by any general law operating upon all other railroad companies incorporated by this Commonwealth. The semi-annual instalments of the sum of \$13,570,000, and the balance of the said debt and interest so to be paid into the State Treasury as is herein provided, are hereby pledged to, and the same shall be applied only to the payment and extinguishment of the principal and interest of the funded debt of this Commonwealth, and to no other purpose whatsoever.

SEC. 4. That for the purpose of developing the resources of the State, the Pennsylvania Railroad Company is hereby authorized and required to expend the sum of \$850,000 in aid of the Chartiers Valley Railroad Company; the Pittsburg and Steubenville Railroad Company; the Fayette County Railroad Company, (between Greensburg and the Youghiogheny River;) the West Pennsylvania Railroad Company, (between Blairsville,

and Butler;) the Ebensburg and Cresson Railroad Company; the Bedford Railroad Company, (between Hopewell and Bedford;) the Tyrone and Clearfield Railroad Company, and the Phillipsburg and Waterford Railroad Company, (between Phillipsburg and Brookfield;) the Tyrone and Lock Haven Railroad Company; the Mifflin and Centre County Railroad Company, (between Lewiston and Milroy;) the Chambersburg and Alleghany Railroad Company, (between Chambersburg and the point of connection with the Bedford Railroad, near Hopewell;) or their successors or assigns, in sum proportioned to their respective lengths between the above designated points, by purchasing their bonds respectively from said Companies, at par, payable in twenty years, with interest, payable semi-annually, secured by a first mortgage created for the purpose on their property, real and personal, and franchises acquired and to be acquired, and the said Companies are hereby respectively authorized and empowered to create and issue such bonds, and secure the payment thereof by such mortgages, by and with the consent of a majority of their respective stockholders present at a meeting to be called for that purpose, of which notice shall be given, as provided by their charters or by-laws, respectively; aid bonds, and the mortgages given to secure the same shall not exceed in amount the sum required for the cost of the superstructure of bridges, the rails, cross-ties, chairs and spikes, and laying the track of the said roads respectively—and the proceeds of all the said bonds so secured, shall be exclusively applied to the said purposes—and the said purchases of bonds shall be required to be made of each of the said Companies, in instalments after sections of said roads, respectively of the length of five miles from each end as herein-before designated, shall have been duly and properly graded and the masonry completed, and after the said grading and masonry shall have been approved by a competent Civil Engineer appointed by the Governor for that purpose—and who shall be paid for his services by the said Companies receiving aid under the provisions of this Act—and when each section of five miles so graded from each such end of the said roads respectively, shall have been so completed and such certificate so given, then the pro rata proportion of the said bonds shall be purchased, and so continued from time to time until the amount payable to the said Companies shall be exhausted—and the sum paid upon the completion of the said sections as aforesaid respectively, shall be exclusively appropriated and be used for the purposes above mentioned upon the section for and in respect to which the purchase is made—and for no other purpose or portion of said road whatsoever—provided, however, that if either of the said Companies shall fail to grade, and prepare for bridges, superstructure, and laying of track at least one section of five miles at each of such end of its road within one year—or the whole of their respective roads within three years from the passage of this Act, any such Company so in default shall no longer have any right to demand or require any further purchase of their bonds as aforesaid; and the sum which any such defaulting Company would have been entitled to demand in payment of their bonds, shall be added pro rata to the purchases to be made of such of the said Companies as shall comply with the provisions of this section; provided that said Companies be required to use none but American iron for rails, chairs and spikes, in the construction of their roads.

SEC. 5. That if any Stockholder or Stockholders of any Railroad, Canal, or Slackwater Navigation Companies shall be dissatisfied with, or object to any of the provisions of this Act, then it shall and may be lawful for any such Stockholder or Stockholders, within six months after the passage of this Act, to apply by petition to the Court of Common Pleas of the county in which the chief office of the said Companies may respectively be held—to appoint three disinterested persons to estimate and appraise the damage, if any, done to such Stockholder or Stockholders,

and whose award, or that of a majority of them, when confirmed by the said Court, shall be final and conclusive. And the person so appointed shall also appraise the share or shares of said Stockholders in said Company at the full market value thereof, without regard to any depreciation in consequence of the passage of this Act, and the said Company may, at its election, either pay to the said holders the amount of damages so found, or the value of the stock so ascertained and upon payment of the value of the stock as aforesaid, the said stockholders shall transfer the stock so held by him to said Company, to be disposed of by the Directors of said Company, or be retained by them for the benefit of the remaining Stockholders. And all the laws inconsistent with the provisions of this Act, be and the same are hereby repealed.

ELISHA W. DAVIS, Speaker of the House of Representatives.
ROBERT M. PALMER, Speaker of the Senate.
Approved March 7, 1861.
A. G. CURTIN, (Governor.)

Population of Ohio.

The following is a true copy of the figures of the population by counties as certified to the Ohio Legislature by the Superintendent of the census.

The population of Cincinnati is 161,044, the townships of the whole county 55,367—the whole county being 216,411.

POPULATION OF OHIO BY COUNTIES.

Counties.	Population.	Counties.	Population.
Adams	20,309	Licking	37,011
Allen	19,185	Logan	20,997
Ashland	22,951	Lorain	23,745
Ashtabula	31,814	Lucas	25,881
Athens	21,364	Madison	18,015
Auglaize	17,188	Mahoning	25,895
Belmont	36,438	Marion	15,490
Brown	29,956	Medina	22,517
Butler	35,840	Meigs	26,584
Carroll	15,738	Mercer	14,105
Champaign	22,698	Miami	29,959
Clarke	25,301	Monroe	25,743
Clermont	33,087	Montgomery	52,233
Clinton	21,462	Morgan	22,117
Columbiana	32,836	Morrow	20,445
Coshocton	25,082	Muskingum	44,417
Crawford	23,880	Noble	20,751
Cuyahoga	78,085	Ottawa	7,017
Darke	26,009	Paulding	4,945
Defiance	11,886	Perry	19,679
Delaware	23,912	Pickaway	23,469
Erie	24,478	Pike	18,648
Fairfield	30,538	Portage	24,206
Fayette	15,936	Preble	21,820
Franklin	50,878	Putnam	12,808
Fulton	14,044	Richland	31,156
Gallia	22,045	Ross	35,071
Geauga	15,817	Sandusky	21,147
Greene	26,197	Scioto	24,297
Guernsey	24,474	Seneca	30,869
Hamilton	216,411	Shelby	17,493
Hancock	22,886	Stark	42,979
Hardin	13,569	Summit	27,340
Harrison	19,109	Trumbull	30,656
Henry	8,901	Tuscarawas	32,463
Highland	27,774	Union	16,507
Hocking	17,059	Van Wert	10,238
Holmes	20,589	Vinton	13,681
Huron	29,899	Warren	26,908
Jackson	17,941	Washington	36,271
Jefferson	26,117	Wayne	32,488
Knox	27,735	Williams	16,632
Lake	15,576	Wood	17,886
Lawrence	23,250	Wyandotte	15,596
Total.	1,283,599		

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Boston, Nov. 24, 1860.

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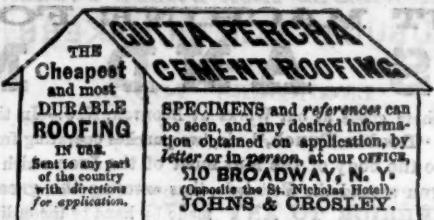
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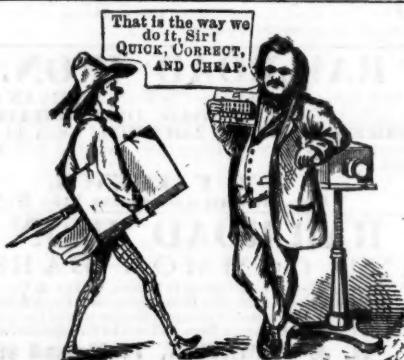
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